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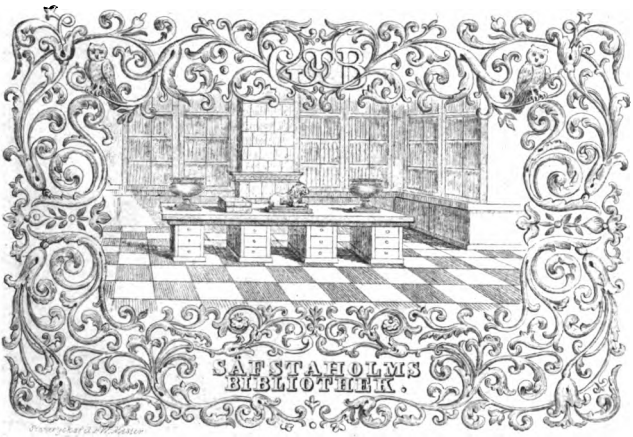

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A

GENERAL AND DESCRIPTIVE HISTORY

OF THE

ANCIENT AND PRESENT STATE,

OF THE TOWN OF

LIVERPOOL,

COMPRISING,

A REVIEW OF ITS GOVERNMENT, POLICE, ANTIQUITIES, AND MODERN IMPROVEMENTS;

THE PROGRESSIVE INCREASE OF

STREETS, SQUARES, PUBLIC BUILDINGS, AND INHABITANTS,

TOGETHER WITH A CIRCUMSTANTIAL ACCOUNT OF THE TRUE CAUSES OF ITS EXTENSIVE

AFRICAN TRADE.

THE WHOLE CAREFULLY COMPILED FROM

ORIGINAL MANUSCRIPTS, AUTHENTIC RECORDS, AND OTHER

WARRANTED AUTHORITIES.

——— *Quærenda pecunia primùm*
Virtus post nummos.

HOR. EP. LIB. I. V. 52.

LIVERPOOL,
PRINTED FOR AND SOLD BY R. PHILLIPS,
CASTLE-STREET,
SOLD ALSO BY
W. RICHARDSON, ROYAL EXCHANGE, LONDON.

1795.

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St. Edwards
12/-

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INTRODUCTION.

IT is generally expected that an author should say something to introduce his work to notice, and by some prefatory matter apologize for its appearance; authors of known and approved talents, are seldom deficient in this tribute to popular opinion, because, it may not only give them an opportunity of increasing that reputation the world may have already entertained of their productions, but of securing an advantageous patronage by a well timed dedication.

But when a writer, obscure and unknown, indifferent to the praise or censure of the public, and still more regardless of the fleeting moments of popular fame, obtrudes himself on the world, he has little inclination, and less occasion, to appeal to the judgment or patronage of mankind, in support of his performance, or recompense of his labors.

The favourable reception of this work, will therefore rest entirely on the merits of the compilation, and the faithful arrangement of the materials, the allowed standard of the historic

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historic page; to accomplish this desirable effect, no pains has been wanting, nor any author neglected, whose writings are known, or even conceived, to convey any remark on the ancient state of the town; the extracts from the public records are such as sufficiently elucidate its government and policy; the church register has been carefully examined, and such extracts made, as were thought to contribute to a discovery of its antiquities, while well-founded tradition, and the local observations of the author at different periods have united, to enable him to make as complete a history of the ancient and present state of the town of Liverpool, as such materials may be supposed to give.

On this secure basis, the superstructure is compleated; defects and improprieties can therefore only arise from the composition and embellishment of the artist, whose abilities to the undertaking the impartial reader will determine; if they should be found to have sufficient merit to deserve the approbation and patronage of the public; he freely resigns the laurel to the publisher, to benefit and to embellish a SECOND EDITION.

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GENERAL AND DESCRIPTIVE HISTORY.

HISTORY is known to be founded on a general search into the writings of antiquity, the recorded facts of ancient authors, regular chronology, and probable tradition: it is therefore in every man's power, who is able to collect these informations, to write a history; but it is not in every man's inclination to write a good one; party or prejudice, for the most part, directs the pen of modern authors, who have too often a faction to support, a patron to flatter, or a private interest to serve.—Impartiality, which can alone stamp the merit of an historian, can never be expected, while the mind of the writer is influenced by any of these powerful attractions; yet such is evidently the case in most of the histories of our own country, as well as in those of all other nations.

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If these prejudices prevail in general history, their appearance in provincial descriptions of towns and places may be reasonably expected. The histories of Chester, Birmingham, Liverpool, and many others which have hitherto appeared, are evidently written with a view to please the inhabitants, and are therefore replete with eulogy and partial panegyric; nor can such proceeding cause astonishment, when we know they are written by natives, or such as by long residence may be called denizens of the place they describe; therefore however just and regular the descriptive part in these compositions may appear, the manners and customs of the inhabitants, and real constitutional state, is seldom truly represented; an author in this situation being dependant, is fearful to offend, whence adulation becomes the substitute of veracity, and ensures commendation and protection to the work, not for the merits of the performance, but for the tribute of praise it contains. The love of adulation is innate; vanity makes us receive it, while opulence disdains to examine on what principles we are justified to embrace and deserve it. Such historical compilation will undoubtedly please and gratify the vanity of the inhabitants, but at the same time mislead the stranger, who, in addition to amusement, expects to receive information from a perusal of the work.

The history of Liverpool contained in the following sheets, is written to the whole kingdom, of which the inhabitants of Liverpool are but a part; a natural wish to be acquainted with the most minute incidents relating to the place of their nativity, may perhaps induce them in a more particular manner to gratify their curiosity by examining this little history,

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history, particularly those who may not have had leisure or opportunity to collect such materials as have from time to time been gathered together, to complete and render it superior to any thing on the subject which has hitherto appeared; to accomplish which, no pains have been spared to critically examine every known author who has treated on matters incident to the ancient history of this town, to seek for rational tradition, to search public records, examine various surveys, and from frequent local observation at different periods of time, to discover not only its gradual improvements, but the causes of the rise and progress of its present commerce, and invitation to affluence and prosperity, from a state of obscurity, contempt, and necessity.

Whatever may be the imperfections, or how deserving soever of censure the compilation of this history may be thought, it will notwithstanding rise superior to any provincial publication of the kind; by reason of its confirmed impartiality. The author is neither native nor regular inhabitant of the town. Happy in the *ninth* beatitude, he has nothing to hope, nor any thing to fear, from the effects of the present publication; but while he therefore can be expected to aim at no partial eulogiums, he would wish to be understood, that in no instance he means to give the most distant offence. He has no private blots to hit, no distinguished virtues to applaud; manners and customs will be taken in a general and collective point of view, without discrimination or latent prejudice, and every endeavour pursued to make the work as complete and regular as the materials and nature of the history will admit.

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There is perhaps no town in England that has so small pretensions to historic description as Liverpool, or that has attracted the pen of less writers, ancient or modern. The former, in the few instances where they notice it, will be discovered to have treated it with great brevity; and of the latter, the literary catalogues inform us but of one who has made any attempts towards a general history; and that being so long since as the year 1773, it may reasonably be concluded, however perfect the work might have been at that period, that such various alterations and improvements have since arisen, not only in respect of the town, but of its commerce, manufactures, and public erections, that the matter therein contained can afford, at this time, very little amusement or information either to inhabitant or stranger.

For the greater convenience, and the more immediate reference to particulars, this work will be digested and classed under the following sections:

First. An inquiry into the etymology, ancient and modern orthography.

Second. The situation, climate, soil, river, &c.

Third. A comparative statement of the ancient and modern number of inhabitants, their gradual increase, &c.

Fourth. The dimensions of the town, number of streets, squares, &c. and gradual increase of houses.

Fifth.

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Fifth. The principal public buildings for the conveniency of commerce.

Sixth. The several erections intended for public worship.

Seventh. Public buildings erected and supported by charitable contributions.

Eighth. Buildings and institutions of amusement and recreation.

Ninth. Of the public markets, &c.

Tenth. A particular account of the rise and progress of the commerce of Liverpool from the year 1730, and the causes of its present opulence, digested in a regular series, from local evidence at different periods during the said term, authentic documents, and oral information.

Eleventh. The magistracy, government, and internal police.

Twelfth. A review of the whole, and some general remarks on the circumjacent country.

SECTION

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SECTION I.

An Inquiry into the Etymology of the Name, its ancient and modern Orthography.

HISTORIANS who attempt general or topographical descriptions, commonly employ much time in researches into the etymologies of names and derivation of particular terms. This appears in Leland, Cambden, Stow, Maitland, and various other authors; it may therefore be expected that those examples should be followed which appear to have already received general approbation. Such investigation may perhaps give pleasure to the antiquary, and be pleasurable to the minds of many other readers; but ancient orthography can be no precedent for modern literature, nor can our researches go deep into time for established precedent. It is well known that learning was at a very low ebb at the end of the fifteenth century; the rules of English orthography were very defective before the art of printing by Caxton in the year 1474, and even then in its infancy; the monks and writers prior to that time for the most part depended on memory, uncertain tradition, or oral information; provincial dialect was the only standard, and that standard locally arbitrary; an attempt therefore to trace original orthography must be very limited, and its authority very precarious; but could it even be determined, it becomes no rule or guide to regulate or fix the present method of spelling. It is well known that London, according to tradition and most

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most ancient written authorities, has been spelt various ways, while different reasons have been assigned for countenancing each method, and all of them equally indefinite; and when search shall be made towards a discovery of the ancient manner of spelling the word Liverpool, and a true etymology be confirmed, it will be no standard or reason for confirming or rejecting the present method, and therefore will be finally more curious than useful.

However, for the gratification of the reader, I shall bring forward a few general remarks which have been given by some authors on the original spelling of the word Liverpool. Leland, who made his Itinerary in the reign of Harry VIII. writes it *Lyrpole*, and *Lyverpoole*. Cambden writes it *Litherpoole*. Morery, in his dictionary, *Leorpool*, or *Lerpoole*, and some ancient writers *Livrepol*, *Lyverpol*, and *Leverpole*. It is however most probable that these names were merely arbitrary, imposed by the will of the writer; and although there are among the Harleian manuscripts in the British Museum some further information on this subject, they appear only to determine how the name was spelt in the reign of queen Elizabeth, without any authority for its adoption. One of these (marked No. 2129) contains "*Notes taken in the church of Leverpoole, by Randal Holme, Chester Herald*," by which it appears it was at that time spelt with *e*. Two others are marked No. 1549, and No. 6159; the former is entitled, "*Visitacion of Lancashire, anno* 1567, *by William Flower Norray*;" the latter number contains an improvement on the former, written in the year 1598, and spells Liverpool also with *e*.

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I am not inclined to introduce any criticisms on the opinion of other writers upon this non-important matter; but I cannot in this instance avoid remarking the unsteady foundation on which a late author*, in his history, raises his opinion and perseverance in the orthography of Liverpool with *e*. He says, "In the pedigree of the family of Moore of "Bank Hall, in the manuscripts now in the said "Harleian miscellany, the name is written *Leverpoole*, and afterwards twice repeated *Lerpoole*; this "manuscript then, which was written by a person "who at that time travelled through Lancashire, "seems to fix the true orthography of the name so "early as the year 1567."

This method of spelling, according to the above intelligence, is introduced by Randal Holme, the Chester herald, who travelled in the tenth year of Elizabeth; but on what authority could he fix the true orthography of the name? for it is notorious that Leland, who made his Itinerary in the beginning of Harry VIII. spelt *y* in the first syllable, which may be supposed the true orthography at that period; but every evidence seems only to confirm the opinion, that the method of spelling at those times was merely optional. Dictionaries and orthographic expositors were unknown, consequently neither standard nor well founded example could be given. This appears from the conduct of Randal Holme, who could not be ignorant that Leland spelt the town Lyverpoole, or Lyrpole, and yet he writes it *Leverpoole*; while Leland, in like manner, must have known that in the original patent of king John,

* Enfield.

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John, and in the exemplification of it in the reign of Henry III. it is written *Leverpoole*. These testimonies are undeniable evidence that the method of spelling the name of this town, in every instance, must have been merely optional, and varied from time to time with other orthographic improvements.

But admitting the evidence should be complete, that the name of this town was originally spelt *Leverpoole*, it by no means confirms a necessity that it should be continued at the present day. Shall Liverpool, in opposition to that of all kingdoms and states in the universe, maintain its original orthography from the early traces of time? Is there a city or town in Great Britain that retains the name which existed in the heptarchy? England has been Britain; Britain has been Albion. Look in the present orthography of France, and compare it with the writings of Racine, Moliere, or Boileau. Examine the corrections made in the Engliſh spelling by Addison, Pope, Swift, and their cotemporaries: they exploded in every instance *e* final, and expunged most of the dipthongs, particularly *ou*. Who at this time spells author, labor, or honor, with *u*?—yet such was the orthography in the beginning of queen Anne; and if the reasonings of Mr. Enfield are adduced in support of spelling Liverpool with *e*, because it was so spelt in the reign of king John, we are justified for the same reason to write in the orthography of the thirteenth century, and the language of magna charta.

I have dwelt longer on these remarks than my opinion leads me to think the subject deserves; but as the omission might be deemed an historical chasm, they

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they are submitted to perusal, from which the reader may draw his own conclusions. The etymology of the name becomes the next subject of inquiry, wherein it will appear that nothing but hypothesis can recompence the search. "Some suppose (says Enfield) that it might be taken from a sea weed, "now known by the name of liver in the west of "England, or from a species of hepatica vulgarly "called liverwort, often found on the sea coast, and "others suppose that it might be derived from the "Lever family, which is of ancient date in this "county, and whose pedigree and arms are to be "found in the Harleian manuscripts referred to "above."

These supposes remind me of Bays in the Rehearsal, whose authority justifies me to suppose also; and perhaps some of these supposes may lead near to the root of inquiry. The legend of the mayor's seal, which gives the impression of a bird, is spelt Leverpool. It is admitted that such was the method of spelling the name of the town at the time the seal was cut, and such is also the method of spelling it in the ancient records; but modern refinement of language has altered the orthography, and notwithstanding the name is spelt Leverpool on the mayor's seal, it is written Liverpool in all the printed mandates and common ordinances issued from the mayor's court, &c. This, it is supposed, will reconcile the reader to an opinion, that in what manner soever our ancestors may have written the name of the town, the proper method of spelling is now Liverpool; and a modern author would be justly censured in writing it contrary to the present opinion and custom of the inhabitants.

The

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The impression of a bird given from the mayor's seal, and its general crested exhibition on all printed matters issued from his court, may perhaps lead to some probable discovery of the true etymology of the word Liverpool; for which purpose the leading question appears to be, whether this bird is to be placed in the utopian ornithology, with the phœnix, or in reality existed? It is well known that the names of birds, beasts, insects, &c. are seldom classic in the English language, nor does the orthography of the lexicon remove the arbitrary provincial term of particular things. The same bird or animal, or fish or vegetable, is called by different names in different parts of England; hence the necessity of a nomenclator for the learned, to convey the proper idea of each species of bird, beast, fish, genus of plant, &c. The Latin term is universal; an established orthography therein prevails, which neither ignorance, language, nor dialect can alter. If a person should ask for a sparling in London, there is not a fishwoman in Billingsgate would offer a smelt; but was it represented to the learned by the Latin term *eperlanus*, its genus and species would be immediately conceived. Provincial terms mislead the judgment and pervert the ideas. A tup in Lincolnshire is a ram in Middlesex. A sparling at Liverpool is a smelt at London; and the famous Cambridge mallard, the subject of so many songs and celebrated college jokes, is a wild drake in other parts of England; a bird therefore which in Lancashire was called a *liver*, might in other parts of the kingdom have been as well known under a different name; hence it is not improbable that the liver was a real bird, perhaps of passage, and either widgeon, teal, easterling, or other species of the wild

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wild duck, which were formerly known to annually resort to these kingdoms in great abundance, and for which large pools and decoys were formed in all parts of the kingdom near the sea coast. It is but a few years since these decoys were numerous in Lincolnshire and Isle of Ely; and perhaps might have formerly been equally plentiful on the western parts of the kingdom. The lower parts of the town are known to have formerly contained a large inlet or pool of water; such pools might have been used as decoys, or have become the usual temporary residence of the liver at the time of its migrations, and in the infant state of the town distinguished by the name of the *Liver's Pool*, or pond, to which place the inhabitants might have applied to pursue and catch them for the use of their families.

That these waters were called pools is evident from the term Pool-lane, which name the street still bears leading from St. George's church to the Old Dock, which was originally the main entrance of water from the river Mersey, and formed a large creek or influx, which flowed through the site of Paradise-street, Whitechapel, Byrom-street, and covered all the northern grounds in its vicinity where the level was capable of receiving it. The town records furnish evidence of this fact, which inform, that a bridge was built over the pool, the bottom of Pool-lane, where the Old Dock now is; that there was also another bridge in the flow of Paradise-street, and a third still more to the eastward. The said records further say, that large and good boats were accustomed to be built in the upper part of this creek or pool, until a public order was made, "That no more boats should be built at Frog-lane," the

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the spot of the present Whitechapel and Hay-market. Small vessels were also built at the lower part of King-street, adjoining Paradise-street; and so lately as the year 1758, the Venus frigate, of 32 guns, was built and launched from a slip which then covered the present Barter-street.

From this evidence of the town record, the existence of such creek or pool can no longer be doubted. There is also every reason to believe, that certain web-footed birds might at particular periods abound therein, in the same manner as they are known to do in other parts of the kingdom, and the name of the bird might with great propriety be termed a liver by the inhabitants, while to other parts of England it might be named duck, teal, or easterling; and as the names of towns and other places are frequently known to arise from their proximity to certain remarkable or distinguished places, the situation of this town being immediately contiguous to this pool, might therefore have been formerly known by the name of Liverpool, having originally been a village or hamlet so obscure as to be discoverable only by its situation near the *Liver's Pool*. But declining all hypothesis, or tiring the reader with repeated supposes, one truth is clear—a bird named the *liver* must either have existed, or have been supposed to exist, or it would not have been placed originally on the corporation seal, the mayor's seal, and exhibited in sculpture; the impression has a strong resemblance to a duck or goose, which is continued as the town crest to this day.—It is a known axiom in blazonage, that the atchievement contains nothing but what is believed to have had existence in nature, though supporters are the production

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production of fancy. Such are the remarks on the orthography and etymology of the word Liverpool, which, after much labor and investigation, evidently prove nothing. Probable conclusions can only be drawn from reasonings founded on conjecture only; every reader will therefore retain his own opinion on the subject, provided he think it of sufficient importance to reward his consideration.

SECTION

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SECTION II.

Of the Situation, Climate, Soil, River, &c.

THIS town is situate in the county palatine of Lancaster, N. W. of the metropolis, distant 204 measured miles, in lat. 53° 22′ north, long. 2° 30′ west from London, on the eastern banks of the river Mersey, from which it rises by a gradual ascent about three hundred yards. This acclivity extends from the western extremity of the Old Dock to the northern part of the town, whereby the streets in this division are seldom flooded by rains, the waters almost instantly precipitating themselves into the river; nor are the southern parts, by reason of their similar gradual risings from the river, deficient of the same advantages. The lower parts of the town, on the contrary, are often flooded. The situation of Liverpool, in respect to the circumjacent country, is notwithstanding low and flat, particularly many miles on the north side the ground is a perfect level, and the sudden rising towards the end of Dale-street, at Shaw's-brow, and the neighbourhood thereof, so completely conceals the town from those who approach it, that the traveller seldom discovers it until he has almost compleated his journey.

Liverpool commercially considered, claims advantages from situation superior to many other trading town in England, particularly to the Streights, and the western parts of the world. Ships when the wind is fair, at about E. S. E. are from the dock,

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dock, completely laden, in the main Irish sea and in deep water in a few hours; an advantage neither London nor Hull can boast, the former being obliged to tide it down the Thames, and frequently by the shifting of winds detained at the buoys or the Downs before they can make their voyage, while the latter have a long passage down the Humber to clear the Spurn; and although the navigation of the Rock and Formby channels, and the Hoyle and Burbo banks, are reckoned by many to make the entrance to Liverpool dangerous, it is not more so than the navigation from Sheerness to the Downs. There are few harbours or mouths of navigable rivers that have not their impediments; but the sagacity and prudence of the inhabitants have provided as much as possible against all accidents, by placing buoys and perches at all the most necessary places; light-houses are also on every requisite spot, particularly at Bidston-hill and Mockbeggar, which directly face the main channel; two are also at Hoyle Lake, and one at the Point of Ayr in Wales, for the conveniency of vessels passing the mouth of the river Dee; there are also high and distinguished land-marks erected at Formby and Bootle, to secure the navigation of all vessels into the river Mersey; in addition to which, a great number of experienced pilots are in constant readiness for the aid of all ships inward or outward bound, whose boats are so well conſtructed as to live in all weathers, and equal in every respect to the Deal boats. These pilots are under strict regulations, are as critically examined as those from the Trinity-house, and chosen by a committee of merchants appointed for that purpose, who seldom fail to give them

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them encouragement for any extraordinary exertions of their skill and assistance.

For the convenience and more readily informing the merchants what ships are approaching the town, the greatest part of them have signals on poles placed near the light-house on Bidston-hill, in Cheshire, which commands both Formby and Rock channels, the two principal entrances to the river. There are at this time fifty-eight, of which forty-nine belong to particular merchants, the remainder are to distinguish and shew if the vessels coming in are Greenlanders, men of war, or if the vessel is ship, brig, or snow; there are also immediate signals to the town of all vessels seen in distress in either of the channels, that thereby speedy assistance may be given. The method uesd to convey intelligence to the town, so as to inform every merchant of the arrival of his ship, is for the masters of the several vessels, as soon as they make the light-house, to hoist a particular signal, which is previously agreed, to denote the respective merchant to whom the ship belongs; this being seen from the signal-house, instantly directs what flag to hoist for the information of the merchant on shore; these signals on a clear day may be seen from St. Domingo, Everton, St. James's Walk, &c. by the naked eye as far as the N. W. buoy, and in hazy weather easily distinguished by good glasses from thence, or from any of the lower parts of the town. This is a most eligible and commendable plan, and of greater utility than that of Maker Tower at Plymouth, which is partial in its signals, whereas this being general, is what no other part of the kingdom can claim.

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PACKETS.

This town is also well situate for a connexion with Ireland, of which, in addition to its commerce, it has lately availed itself by eſtablishing packets from hence to Dublin and Newry; at present the number of these packets is seven, and go from hence almost every day; they are very well fitted up, have most excellent and genteel accommodations, not only for passengers, but for horses, carriages, &c. and none are better manned, better commanded, nor better conducted; they are so well constructed for the purpose as frequently to make the passage to Dublin in twelve or fourteen hours. These superior advantages have not only rivalled but greatly reduced the number of passengers from Parkgate, which for many years was the only conveyance to Ireland, except from Holyhead: at present there is an office and good dock at Nova Scotia, where every information relating thereto may be had. The passage from hence to Dublin or Newry is more safe, expeditious, and certain, than from Parkgate, while the difference of distance from London being only nine miles, the land carriage cannot much increase the expence; and to all the eastern and northern parts of England, Liverpool is certainly not only more convenient but nearer than any other port in the kingdom.

Liverpool also, from situation, affords opportunity for a general conveyance of goods and passengers to Dublin, Belfast, Cork, Limerick, Waterford, Londonderry, and all other parts of Ireland, by means of trading vessels, which are daily coming from these places, or going from hence. Convey-

ances

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ances can also daily be had to Whitehaven, Lancaster, Glasgow, and all the north western ports of England; to London, Bristol, and many ports in the channel: the charge for goods and passengers by these conveyances is moderate, and the accommodations comfortable; but in point of elegance or expedition admit of no comparison with the packets. Such are the general advantages of its situation as a maritime town, exceeded by none in England; and in respect to its internal connexion with the kingdom, it will be found much greater than may at first be imagined.

EASTHAM BOATS.

The situation of Liverpool affords a speedy and safe conveyance to Chester, and all parts of North Wales, by means of these boats, which are large, safe, commodious, and strong; they leave the Dry Dock every day about two hours before high water for Eastham, at which place a stage constantly attends to carry passengers, parcels, &c. to Chester. The safe way to secure the coach is to take places at the Eastham boat-house on the dock, the day before they are wanted, otherwise a passenger may be disappointed of an inside place; for without this precaution they will sometimes find them previously engaged. The fare by the coach is three shillings and sixpence, and the boat passage in the best cabin is one shilling, in the second, sixpence.

One of these boats, for the better accommodation of passengers in wet or bad weather, is securely decked; the other boats, which are three in number, are for the conveyance of goods, cattle, &c.

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These boats (as before mentioned) go at stated times, but conveyance to Chester and Parkgate may frequently be had by boats which are constantly passing the river, or in default of such assistance they may be at all times hired at a moderate price. These boats, without regard to tides, will safely convey the passenger to Woodside, the Rock-house, or the New Ferry, from whence he may be conveyed to Chester or other parts. Private boats may also be hired any time of the day for parties of pleasure or occasional business.

A new cut is making, and will speedily be compleated, from Stanley-house to Chester, and from thence to various parts of Shropshire.—This canal, when finished, will greatly facilitate the passage from hence to those parts, which will be still rendered more agreeable by the construction of a very beautiful boat, intended for the purpose of conveying passengers from this town, not only to Chester, but to all parts of Shropshire within the extent of the navigation. Several additional boats are also intended to work on this new canal for the same purposes.

BRIDGEWATER NAVIGATION.

Liverpool is also greatly benefited by this well known cut, the first ever attempted in these kingdoms, and at the sole expence of the duke of Bridgewater. This cut communicates with the Mersey, whereby conveyances become so cheap and convenient to Manchester, and places adjacent, as to be of the utmost importance to Liverpool. The duke, for the better accommodation of the inhabitants,

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tants, has erected a large and commodious dock and warehouse, the south end of Salthouse Dock, from whence goods are daily forwarded from Liverpool to Manchester, &c. The importance of this conveyance may in some measure be conceived by the number of craft or vessels employed in this inland navigation, which at present is forty-nine.

In addition to this conveyance for goods to Manchester, the duke has established two elegant boats for passengers only; these boats may be best conceived by those who have seen the barges of the twelve London companies, consequently their accommodation must be pleasing and convenient. In fine weather the passage through the water must be very agreeable, not much unlike the *track schouts* in Holland, the passenger having a prospect of the adjacent country, for the most part beneath him. One of these boats leaves Manchester every morning at eight o'clock, (except Saturday, when it goes off at four in the afternoon) passes Warrington at one o'clock, where several Liverpool coaches always meet it, and about half after two it is met by the Chester coach near Frodsham, and arrives at Runcorn at half past four in the evening. Such is the conveyance from Manchester to these places, and at Warrington stages are always ready to receive passengers for Liverpool. On its return it passes Warrington about one o'clock, and arrives at Manchester every evening at six o'clock. There are also conveyances to Manchester from Bird's slip on the old navigation, by the river Irwell, to Salford, which go and return daily from that place. On this navigation there are at present twenty-three vessels constantly

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stantly employed, which have proper accommodations for passengers and goods.

LEEDS AND LIVERPOOL NAVIGATION.

This is a very fine cut, and opens an immediate communication between this town, Leeds, and Wigan. Among other articles of utility, it brings, at a moderate rate, not only the best but the greatest quantity of coals consumed by the inhabitants.—This canal terminates on the northern quarter of the town, whereby the expence of carriage of this useful article to the houses becomes small. On this canal several packets are passing and repassing to Wigan and parts adjacent, the distance of thirty-two miles, which they perform in about seven hours. The horses employed are not equalled by any in the kingdom on such service; the elegance and construction of these packets are great allurements to the passenger; they not only rival, but are in general superior to those on the Bridgewater navigation; they sail every morning at eight o'clock to Wigan with passengers and parcels, arrive there about four, return from thence at seven o'clock the next morning, and reach Liverpol at three o'clock in the afternoon. The fares are various, according to the distance of places; to Wigan the fare is three shillings in the front room, and two shillings the back room; each passenger allowed twenty-eight pounds of luggage; if it exceeds, to pay at the rate of one shilling per hundred; the rates to other parts are in the proportion of every six miles to pay sixpence the front room and four-pence the back room. The present office for these packets is near the canal.

The

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The river Mersey, which flows on the western bank of this town, contributes in a more especial manner to the eligibility of the situation of Liverpool; it is the key of its commerce and the source of its wealth; its proximity to St. George's Channel, and thence to the Atlantic, is so immediate, that it may rather be called an arm of the sea than a river. It is not more than one league from the town round the Rock point, from whence at about three leagues you pass the Rock Channel, are off the Swash buoy in open water, but still in soundings; if the passage is by Formby Channel the distance is about four leagues to the Spit, and in about one league more you are clear of the sands; so that the greateſt distance is not more than four leagues, which, with a moderate south-easterly wind, will bring a vessel into the open sea and on her direct voyage in a few hours, and not liable to be retarded by tides and variations of winds, as is the case in London and many other parts, where the maritime seat of trade is distant from the main ocean. The tides at Liverpool seldom rise above twenty feet, and are not often lower than eleven; but the inhabitants are greatly indebted to the annual compilation of a very ingenious Tide Table* for every required intelligence relating to the time and height of their tides. The depth of water by the best charts appears to be greatest about Liverpool, it being fifteen fathoms in mid-channel, right off the town, and on the Cheshire side of the river about twenty,

The water of this river is brackish, and flows from Liverpool in a direction nearly S. E. b. E. to Stanley-house, a distance of about three leagues. In

* Composed annually by the Rev. Mr. Holden.

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In its progress it is seen to increase greatly in width; it is not more than thirteen hundred yards from the Fort to Seacombe ferry, but from Eastham house to the opposite shore it is almost five miles; and from Stanley-house to the opposite shore upwards of three miles; in this part it begins to flow eastward about a league, when it becomes in conflux with the river Weaver, where it is about one mile and an half wide; here it begins a serpentine course, in a direction about N. E. b. E. quite up to Warrington, with sufficient depth of water for vessels of moderate burthen. In this route several rivers are seen to exonerate themselves into the Mersey from the Lancashire and Cheshire coasts, the principal of which are the Weaver and the Irwell, which flow to Manchester; the former opens a convenient passage for vessels to Frodsham bridge, from whence there is a canal to Northwich and Middlewich, where very considerable salt works are established.

On the east side of this river, to the north of the town, a small fort is erected, very ill disposed for its security, and gives little credit to the engineer. Was an enemy to approach, landing could be made at Formby Point, Baxter's, &c. without danger of annoyance; and the town being entirely open to the north, would consequently be liable to devastation and pillage. Most projections of this kind are to prevent the passage of an enemy up a river, or entrance to a harbour, whereas this appears to be only meant to salute him on his arrival. The situation of this fort appears of the same security to Liverpool as the Tower fortifications would be to London if Sheerness and Tilbury were demolished; it however looks very fierce, has twenty-three embrasures, mounts

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mounts fifty-four guns, (twenty-four and thirty-two pounders) which are sometimes fired on rejoicing days.

Had a small fort been erected to the northward of Formby Point, and another to the point of the Rock Sand on the Cheshire side, the entrance into the river, or possibility of an enemy making a good landing on the Lancashire coast, would have been entirely prevented; they would have commanded both channels; large ships of war, by reason of their draught of water, could not enter, and consequently give no annoyance to the fort, while frigates and privateers would be effectually opposed, and thereby constantly defeated, in time of war, in their attempts to give any annoyance to the town. The present fort however affords some agreeable conveniencies to the military, having a neat pretty parade, and adds to the number of public erections, to which the taste of the inhabitants appears very partial, though little attention seems to be given to situation, or the effect they are intended to produce.

On the opposite side to this river, near the Rock Point, is a powder magazine, securely and conveniently situate, wherein all the powder in homeward bound vessels is deposited, and from whence those which are outward bound receive it on their departure. This river, in conjunction with the Dee, the Isle of Man, and some neighbouring brooks and ponds, supplies the town with fish of fine quality, in great plenty, and sometimes at reasonable prices. The principal are turbot, skaite, or ray, plaice, flounders, (here called flukes) garbin, lampreys,

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lampreys, silver eels, congo eels, sand eels, salmon, cod, gurnet, whiting, haddock, mackarel, smelt, (here called sparling) mullets, perch, pike, pilchards, sprats, shad, sturgeon, carp, tench, lobsters, crabs, prawns, shrimps, perrywincles, whelks, oysters, cockles, muscles, &c. Herrings, in their season, arrive in large boats, full laden, and are so abundant that they pass in carts through the town, for the supply of the several houses here who cure them red, The principal fishery for these herrings is off the Isle of Man. The eels are for the most part salt water, the river silver eel being very seldom seen. Salmon is in general very good, but that which is caught in the river Dee, and called Chester salmon, is reckoned the best, and sells at an advance in price. Cod and haddock are uncommonly large and fine; mackarel scarce, and generally small, but of remarkably fine flavor; large whiting are scarce, but small ones are sometimes brought in such abundance as readily to account for the want of the others; perch, pike, carp, tench, and other pond and river fish, do not often appear at market, and consequently are not cheap; oysters are in great abundance, but very dear, being often from eight to twelve shillings the hundred of six score; they are principally dragged at Hoylake; many are also brought from Wexford and Milford; these at Hoylake are so large as to measure on the top shell five and six inches, but though they are large and fine to the eye they have no flavor, and hold not the least comparison to the Pyflet but in similitude of size. This defect of the oyster seems to arise from the want of proper beds; an attempt for this purpose was made some few years since a little below the fort, which is still in part to be seen, but from some

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some strange cause not carried into successful execution. Shrimps and prawns are in such abundance throughout the year as to be beyond credibility.

Turtle is sometimes exposed to sale at the fish-market, of that sort commonly called the chicken turtle, but unleſs you see the head, you sometimes buy the hawk's-bill, or loggerhead, for the green; for these small turtle being generally brought by some of the ship's company, who bring any sort rather than none, are generally poor, exhausted, and want flavor, not having room for change of water, nor proper supply of food on the passage.—The callipees are cut in quarters, and sometimes smaller pieces, and generally sold for one shilling a pound; the very head and fins are sold; the callipache in portions at the option of the purchaser; but such turtle as are brought in a regular manner, carefully attended, and properly fed on the passage, are exceeding fine, and are always of the green sort. Many of the principal inns and taverns purchase and dress very fine ones for the accommodation of their gueſts, but at the fish-market this sort is unknown. Wild-fowl is for the most part exposed at the fish-market; the quantity is small, and the price generally exorbitant. Ducks and teal, sometimes a few woodcocks, snipes, jack-snipes, larks, and other small birds are to be bought, but their appearance is rare. This is also the place for mushrooms in the season, which are very fine, and for the most part in the greatest plenty.

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CLIMATE.

The observations of different authors on the effects of external air on the human body at Liverpool do not appear to agree; their reasonings are good, and their conclusions seem just; but when their different opinions are digested, like all other writers of controversy, they generally leave the mind of the reader uncertain and undetermined. Doctor Dobson* has given very sensible remarks on this head, and his observations appear philosophically just; his allusions and comparative statement of the effects of air on the inhabitants of Liverpool, and on that of various parts of the universe, leave the reader in a high opinion of his understanding and experience, but at the same time unable to draw satisfactory conclusions from his elaborate remarks.—This sensible author says, that the maritime situation of Liverpool renders the air more temperate than that of many other places; for as the sea is here of a middle temperature, between the heat of summer and the cold of winter, the access of the tides must have a considerable effect in rendering each of these more moderate than in inland situations. These opinions he draws from his observations on the variations of the thermometer for one year, whereby it appears that in the 1772 the mean temperature of the whole year was $54\frac{1}{12}$, and that the variations during the course of the year amounted to 50 degrees, varying from 28° to 78°. From this learned and judicious author I have taken this extract, who concludes that, from the experiments and observations which he has made relative to the soil, waters, and air, and from fourteen years experience

* In his Observations on the Temperature of the Air at Liverpool.

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rience respecting the diseases, he is enabled to draw this general conclusion, "that the dryneſs of the "soil, the purity of the waters, the mildness of the "air, the antiseptic effluvia of pitch and tar, the "acid exhalations from the sea, the pregnant brisk "gales of wind, and the daily visitations of the "tides, render Liverpool one of the healthiest "places in the kingdom, in proportion to the num-"ber of the inhabitants."

The same author further remarks*, that the variations of the temperature of the sea at Liverpool are considerably greater than on any other coast, and arise from very obvious causes. A table of these variations was formed from a number of experiments made in the year 1772.

From this table it appears, that the temperature of the sea at Liverpool varied during the courſe of the year 32 degrees, namely from 36 to 68, or from 15 degrees below to 17 degrees above temperature.

It likewise appears that the sea, when warmest, was 14 degrees colder than Buxton bath, and 30 degrees below the heat of the human body.

During the months of June, July, and August, the sea was nearly of the same temperature with Matlock bath, and in the succeeding months still colder and colder, so as at last to form an extremely cold bath, being only four degrees above the freezing point.

The

* In a paper communicated to the Royal Society, concerning the variations in the temperature of the Sea at Liverpool.

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The same latitude in the temperature of the sea will not occur on other coasts, where the shore is bold, the sea deep, and consequently not exposed in so shallow a body to the action of the sun and air.

Such are the most particular remarks I have been able to collect as to the salubrity and temperature of the air at Liverpool; it might perhaps have been more satisfactory to the reader could they have been more generally introduced, but the authors who have treated on this subject appear to be very limited. One small volume*, in addition to the preceding, has been written on the air, and the diseases to which the inhabitants of Liverpool are supposed to be liable; it is a very sensible performance, and the reasonings are philosophically medical; but they do not appear to agree with the author last quoted, who terms it the healthiest situation in England, whereas this author represents it as unwholesome, and a very bad residence to persons afflicted with chronic coughs, catarrhs, consumptions, and asthmas, not only by reason of the quality of the air, but also of the confined and bad disposition of the streets and squares, to which opinion our reason must readily submit. To the latter in particular he ascribes many disorders; their gloomy and confined situations, and contracted areas, undoubtedly prevent that regular current of air necessary to the health of the inhabitants, which being diverted from a free passage, and confined in a sort of temporary vortex, cause a chilled, damp, and unwholesome atmosphere, which the beams of the sun have little power to rarify and disperse, some of them, like the profundity of

* Published by Dr. Moss.

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of a well, being incapable of receiving its rays except in the zenith of a summer solstice.

Leaving the reader to draw his own conclusions on the subject, I have only to remark, that doctor Moss appears impartial; he does not write to the town, but to the judgment; and in confirmation of his opinion the following extract from a table of diseases and deaths* may be admitted. This table shews, that in one year 83 persons died of fevers, 358 of consumptions, 20 of apoplexys, 19 of palsies, and 19 of asthmas. These are the principal diseases which seem to have influenced the inhabitants in the year 1772, (the small-pox excepted) which together make 499, and the bills of mortality shew that the burials in that year amounted to 1103; it is therefore plain that nearly one half of the persons buried in that year died of the above disorders, consequently the town must be inimical to the health of persons of that description, however beneficial it may be found to other constitutions.

It however does not appear that the climate of Liverpool subjects the inhabitants to epidemic disorders, there being neither record nor tradition but of one, which was a fever, that in the years 1651 and 1652 carried off upwards of 200 of the inhabitants, a very great mortality at that time, when their numbers could not be supposed more than 600. The malady was so great, that it may be said to have been entirely deserted by the inhabitants of its neighbourhood, who were so apprehensive of its effects, that provision and other necessaries were brought from

* Published by Doctor Bostock in the year 1772.

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from the country for their support, and left at Low-hill, a mile above the town, to prevent as much as possible the contagion extending beyond the town limits. The mortality was so great that the dead were not buried in the cemetery of the provincial chapel, lest the exhalations from the bodies should infect the air, and thereby increase the disorder; they were deposited in a lane leading from Bush-lane to the present porter brewery, from which it derived the name of Sick-man's-lane.

SOIL.

The soil two miles round the town is dry and sandy, which is generally the case in situations close to the sea; the north shore in particular consists of barren sands for nearly twenty miles; but about Kirkdale, and many other parts, there are fine valleys, with rich marle under the surface, affording very fine pasture; the ground in general in the neighbourhood appears to be well adapted for gardening, the markets producing all sorts of excellent plants, and every species of other vegetable, in great plenty and perfection. Potatoes, for which Lancashire is famous to a proverb, are produced in such abundance; and the constant quantity required for shipping so great, together with the local consumption, makes the demand for this article astonishingly great. There is great reason to believe that the mineral productions in the neighbourhood of the town are not undeserving enquiry, the face of the earth in many parts bearing strong indication of the subterraneous existence of iron. Perhaps the discovery of good mines might recompence

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pense the search of those to whom the lands belong. It is certain that veins of iron ore are in the neighbourhood of the stone quarry near St. James's church, there being at this time a mineral spring which passes through the stone in various fissures, wherein one stream is very abundant. There has been an analysis made of this water, which is found to be strongly impregnated with this mineral, and possessing such salubrious qualities as seem to demand greater attention than what has been hitherto given. I cannot better describe the properties and effects of this chalybeate water than in the words of an author*, a medical gentleman, who has thought the subject not undeserving his attention and communication to the public.

After enlarging on the properties of mineral "waters in general, and their utility in particular "disorders, he informs, "That the waters of "the Liverpool spa springs or oozes through veins "of that soft yellow stone, in the quarry near St. "James's church, generally used here for build-"ing, which owes its colour to the iron which it "contains. This stone hardens in the air, and "when calcined is of a red colour. There "are springs in this quarry, but none so much "impregnated as the largest; the water trickles "slowly into an irregular bason, (which might "be much enlarged) containing about four gal-"lons; it is naturally limpid, though frequently "found otherwise; owing to the ochre which it de-"posits on the escape of the fixed air; and as it is

* Doctor Thomas Houlston, who published a pamphlet on the properties and effects of these waters in the year 1773.

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" exposed to the air and weather, exhibits different " appearances, and different proportions of mineral " contents at different times; its taste is at first cool " and refreshing, afterwards austere and inky, and " it does not lose the irony taste by long keeping " in open vessels, though it soon deposits a quan- " tity of ochre; some time after it has been drank " it is found by many to warm the stomach, and " some think they experience from it both a cordial " and lightly inebriating sensation; it has no smell, " and will keep a long time without putrefying; " it is one of those chalybeates which lose least by " keeping, and that part of the iron which subsides " is so minutely divided, that if swallowed, it is " readily re-dissolved in the stomach."

The Doctor, after introducing various accounts of different experiments he from time to time has made, to discover the properties of these waters, and the proportions of fixed air therein contained, draws the following conclusions of their virtues and effects. " This water, (says he) contains beyond a " doubt iron dissolved, both by fixed air, and by " vitriolic acid: in this latter circumstance, having " the advantage over Tunbridge, and most of our o- " ther chalybeats; this renders it not liable, like them, " to deposit its metallic principle by keeping, yet the " martial vitriol is so very much diluted, and so mi- " nutely divided, as to render it at once extremely " beneficial, perfectly innocent, and adapted even to " weak stomachs; there is also a small proportion of " muriatic and earthy salt, but not in such quanti- " ties as to claim any share in the medicinal effects. " It is peculiarly adapted to promote appetite di- " gestion, and to strengthen the tone of the stomach,

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" impaired by excess, or other causes: it gradually " strengthens the whole habit, and hence is excellent " in that weakness which remains after acute diseas- " es, and for those, who, without any apparent cause, " lose their strength, fall away, and are said to be " growing into a weakness; it is useful in the first " stage or beginning of consumptions, and may be " used with advantage, even in the more advanced " stages, if the matter spit up, be good *pus*, and " there be no considerable degree of fever.

" It is of great service in nervous diseases, and in " such as arise from weakness of the system, and re- " ciprocally serves to increase it, as in the beginning " of a dropsy, in the fluor albus, or other seminal " weaknesses, diarhœa and diabetes; it is good to " prevent the gout in the ſtomach and bowels; may " be useful in rheumatisms, and in some bodies, to " remove the causes of barrenness or imbecility: in " general it will be found serviceable in a relaxed " state of the solids, arising from luxury or excess, " inaction, or a sedentary life, or consequent on " some disease; it will correct a bad habit of body " and promote good suppuration and granulation in " ulcers, and its frequent use will render man less " liable to be affected by cold, damp, or purtrid air, " in epidemical or other causes of disease."

These medical and philosophical remarks, while they do honour to the underſtanding of the author, serve only to verify the words of the son of Sirach, " Wisdom cries out in the streets, and no man regards it." The quarry still remains in a state of rusticity, the spring is almost inaccessible, no attempts have been endeavoured to make it convenient

nient, or in any manner beneficial to such of the unfortunate inhabitants as may be willing to use it, nor could strangers be in any manner accommodated, who from curiosity or confidence, might be inclined to come to Liverpool to experience its effects.

The situation of Liverpool renders it as clean and decent as any town in England. The declivity westward discharges all the water from the streets in that direction into the river. Those on the north, south, and eastern divisions of the town, inclining to White Chapel, Paradise-street, and the circumjacent parts, discharge all their waters into the neighbourhood of those streets, from whence they are conveyed by subterraneous sewers into the Old Dock, whereby the loose soil is generally washed away by rains, which afterwards gives a clean appearance to the town.

But notwithstanding this pleasing general advantage, the streets in the lower parts of the town in long and heavy rains, experience great inconvenience by being the general receptacle and channel of all the waters from the upper parts of the town; for although the acqueducts or sewers are turned as near the surface of the pavement as is consistent with the security of the arches, the apertures through which these waters flow into the docks, are sometimes so much below the surface of the water in the docks, that they cannot discharge their contents, whereby the lower parts of the town are not only flooded, but the waters are many feet deep in the cellars; which, for the most part, are not only long in emptying, but become thereby damp, and

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and consequently unhealthy to many persons whose situations in life compel to make them habitations.

The most violent rains, are, however, never known to produce this effect, unless opposed by an uncommon height of the tides. It is well known that all impending waters must be above, or maintain their level with that body into which they mean to be discharged, or they will find resistance in their passage; hence the accumulated waters which should pass by the vent of the sewers, being lower than the waters in the dock, find resistance, and thereby the town becomes flooded to a great height before it can discharge itself over the embankments of the dock, where only it can find passage; and such is the height of the tides at certain times, that even this advantage is not attainable, for the waters of the Mersey will sometimes rise many inches above the surface of the quays, and thereby inundate all the neighbourhood to a great height and extent: it is within memory, that the tide flowed to the custom-house steps, and in the year 1721, the lower parts of the town were entirely flooded by one of these tides, insomuch that the congregation in St. Peter's church, were obliged to be brought away in boats, and the ship Tabitha and Priscilla John Birch, master, from Norway *, at the same time, sailed over the Pier Head into the Old Dock; nor are such tides to be supposed partial to the Mersey, for a very few years since the Thames so flooded both the palace yards and Westminster Hall, that the lawyers and judges were obliged to be brought away in boats.

SECTION

* The testimony of this occurrence is from a very ancient man, now living in the Seaman's Hospital, who was on board the vessel.

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SECTION III.

The ancient History of Liverpool, gradual Increaſe and comparative Statement of the ancient and preſent number of Inhabitants.

A SEARCH into the ancient history of this town, will explore few traces of antiquity, no vestiges are seen to confirm an opinion, that it was either known to Goth, Vandal, Saxon, Dane or Roman. Mr. Baxter, in his Gloss. Segon. Pontus. inclines to believe it to have been the harbour of the Setantii, mentioned by Ptolomy; which, if true, shews that the Romans had visited this place at the conquest; but this opinion is not corroborated by other writers. It is however certain the Romans were at Chester; for the great Watling Street Road, which rises near Dover, is known to have taken a north-west direction through London, Atherstone, and Shropſhire, finally to have passed near Chester, and terminated in the Irish sea; the whole palatinate of Chester, is therefore full of antiquities that confirm the visits of those conquerors of the universe, and there is every reason to believe, had they been at Liverpool, or thought it in any manner deserving attention, some indelible marks of their abode would have remained, as they never failed to leave behind them some memorial or trophy, in evidence of their conquests.

All that can be advanced with any certainty is, that at the Heptarchy it formed a part of the kingdom

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dom of Mercia, but was unquestionably mean and obscure, perhaps for many years would have remained so, had not the doomsday book * of William the first, which registered all parts of the kingdom, rescued it from oblivion, by informing that the spot where the town now stands, belonged to *Roger of Poictiers*; but this leaves us still at a loss, if a town or a village at that time existed, the record proving nothing more, than that a grant of the land from the conquerer was made to one of his people, who the name declares to have been French, and it is well known to have been the practice of the Norman, to make partitions of land amongst the followers of his fortunes, and therefore could not be a partial proceeding by reason of any attractive merit in the spot. This Roger of Poictiers, according to Cambden, was lord of the manor of Lancaster, built a castle here, and made Vivian de Molyneaux (another Frenchman) governor thereof: this will appear in the following extract † from that author.

" The Mersey spreading, and presently con-
" tracting its streams from Warrington falls into
" the ocean with a wide channel very convenient
" for trade, where opens to view Litherpool, com-
" monly called Litpoole, *from a water extending like*
" *a pool, according to the common opinion*, where is the
" most convenient and most frequented passage to
" Ireland, a town more famous for its beauty and
" populousness than its antiquity. Its name oc-
" curs in no antient writer, except that Roger of
" Poictu, who was lord, as then stiled, of the
honour

* This book is now in the Exchequer.
† Goughs Cambdens Britan. vol. 7, page 137.

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" honour of Lancaster, built a castle here, the " custody of which has now, for a long time, be- " longed to the noble and knightly family of Moly- " neaux, whose chief seat is in the neighbourhood of " Sefton, which Roger, aforesaid, in the early Nor- " man times, gave to Vivian de Molyneaux. This " Roger held, as appears by doomsday book, all " the lands between the river Ribell and Mersey."

This account of Cambden, who wrote about 1586, confirms the government of the castle in the family of Molyneaux so late as the 30th of Elizabeth, and that the castle was built by Roger of Poictiers, and there is great probability he was the founder, as it was the known custom of those times, for every chief or baron to build a castle for the security and defence of his royalties, as well as for the king to erect them, as a defence against the barons. Morery tells us the castle was built by king John, but advances nothing in support of the fact. Leland, says " the king had a castle here:" all the conclusion therefore, that can be drawn from this diversity of intelligence, is, that a castle was erected by somebody, but by whom, or when, neither history nor tradition can determine.

Liverpool pretends to no other building of antiquity than a tower, a small remains whereof is now used as a prison in Water-street. Of the first erection of this tower, we have also no certain information: Seacombe's memoirs of the Stanley family, inform, that in the reign of Edward the third, about the year 1360, the tower of Liverpool was the property of Sir Thomas Latham, who presented it, with several other houses and lands, in and near the town, to

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to Sir John Stanley, knight, who married Isabell, his only daughter, and heiress of Latham: whereupon Sir John built a spacious house, and fortified it with a strong wall, according to the manner of those times, which, while it stood, was in possession of the earls of Derby. Leland in his Itinerary *, takes notice of this tower (which Cambden has passed over) his account of Liverpool is as follows, viz.

" Lyrpole, alias Lyverpoole, a pavid towne, hath " but a chapel, *Walton*, a IIII miles of not far from " the se, is paroche chirch, the king hath a castelet " there, and the earl of Derbe hath a stone-house " there. Irish merchaunts cum much thither as to " a good haven; after that Mersey water cum- " ming towards Runcorn in Cheshire, liseth among " the commune people the name, and is Lyrpole.

" At Lyrpole is small custume paid, that caus- " eth marchaunts to resorte, good merchandise at " Lyrpole, and moch Yrish yarn, that Manches- " ter men do by ther."

This account of Leland serves only to corroborate what was before acknowledged, but gives no information of the founder; the memoirs of Seacombe, however, tell us further, that in the year 1406, Henry IV. granted Sir John Stanley liberty to fortify his stone tower, when mention is made that the area of the whole was 650 yards. If it stood an exact square, one of its sides must have been 25 yards; but we remain in the dark as to the external figure of the ground; the only vestiges remaining

* Vol 7, page 47.

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remaining is the present gaol in Water-street, and a stone eliptic arch, which forms the entrance to Tower-garden.

There is nothing more of antiquity relating to Liverpool, excepting an old cross, which formerly stood at the corner of Pinfold-lane, opposite the Flashes, and reported to have been placed there in commemoration of St. Patrick, who is said to have rested here on his passage to Ireland. The most antient charter of this town was granted by King John, A. D. 1203, but was a borough by prescription long before that time. †

Henry the third A. D. 1227, confirmed the town a corporation and free borough for ever, for a fine of ten marks, from whence it may be inferred that about this time it was emerging from obscurity.

The corporation not having any records before the year 1555, nothing remarkable appears relating to this town before the 16th century. A petition was however sent by the inhabitants in the year 1571 to Queen Elizabeth, praying relief, against a subsidy imposed on them, in which they stile themselves, "her majesty's poor decayed town of Liverpool:" this seems to confirm an opinion, that at the time, and for many years after it was made a corporation, it was in a flourishing state, but does not shew from what cause the present decay arose, nor does it appear that commerce before this period could

† Enfield, page 9, says a charter was granted by Henry the first in which he is evidently mistaken.

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could have contributed much to its benefit; Leland tells, that "Irish merchants come much thither, and trade for Irish yarn was carried, by the people of Manchester." But that must have been very small. Cambden, who wrote about the year 1586, (whose authority is not always to be depended upon) says, the town in his time, was more famous for its beauty and populousness than for its antiquities; the town record, on the contrary says, that in 1565, which was only six years before the petition, and twenty-one years before Cambden, that there were only 138 householders and cottagers. Leland, who wrote about the year 1540, makes it a place of great resort for trade; an evident disagreement therefore appears in their accounts. The town record, on which certain reliance may be made, declares it a poor obscure village, of only 138 householders and cottagers; if such was then the number of the inhabitants, the number of houses could not exceed thirty, allowing only five persons to a house; this number indeed may in some degree be reconciled to the shipping, which from the same authority appears to have been only as follows: viz.

1	vessel	of	40	tons,	and 12	men. §
1	——		36	——	10	
1	——		30	——	8	
1	——		20	——	7	
1	——		16	——	6	
3	——		15	——	16	
2	——		12	——	10	
2	——		6	——	6	
12	ships.		175	tons	75	men.

And

§ See town record, page 144.

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And belonging to Wallasey

1	bark	of	14	tons and	6 men.
1	——	of	14	——	5
1	——	of	12	——	3
3	barks.		40	tons.	14 men.

The burthen and nature of these vessels determine them to have been coasters, and suited to an Irish commerce, or to the Isle of Man, which might perhaps afford a living to the inhabitants, but could not be supposed to give beauty, populousness, or much merchandize, as represented by these writers, at least according to the idea we conceive at this day of those terms; therefore whatever might have been the former state of the town, we have recorded authority, that in 1565, there was but 15 vessels, which together made up but 259 tons, and employed but 89 men, therefore had opulence or extended traffic ever existed in this place; very small traces were then remaining. Indeed throughout the whole kingdom at this time, commerce was in too limited a state to afford a town, remote and obscure as Liverpool, any considerable share, had they had vessels for the purpose.

From this period we have no guide to the gradual increase of the town or inhabitants until the 17th century, when it attempted, and made a vigorous defence against the royal army commanded by Prince Rupert, who in the year 1644, sat down before it. Seacombe, in his memoirs of the Stanley family, gives a very descriptive account of the state of the town at this time; which (by the

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the following extract from the author) will appear even at that period, to have been small in extent, and in comparison to other parts of England, weak in its defences: I shall give it in the author's own words, together with some remarks on particular incidents, as they arise:

"This town, in the year 1644, was in the "hands of the common-wealth, under the com- "mand of colonel Moore, who defended it some "time for parliament, against the army of Prince "Rupert, nephew to king Charles I. This Prince, "about 26th June, 1644, sat down before the "town, which at that time was well fortified with "a strong and high mud wall, and a ditch, twelve "yards wide, and nearly three yards deep, inclosing "the town from the east end of Dale-street, and so "westward to the river; Dale-street end at this "time, east, and south-east, was a low marshy "ground, covered with water from the river, with "which it was connected by that part of the town, "now called Paradise-street, within which bat- "teries were erected, to cover or guard against all "passage, over or through this water; all the "street ends to the river were entirely shut up, "and those to the town inclosed with strong gates, "defended by cannon. There was also a strong "castle on the south, surrounded with a ditch "twelve yards wide and ten yards deep, from "which to the river, was a covered way, through "which the ditch was filled with water, and by "which when the tide was out, men, provisions, "and military stores, where brought, as occasion "required." This castle stood on the present site of St. George's church.

"In

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" In and upon this castle were planted many " cannons, which not only annoyed the besiegers " at some distance, but also covered the ships in " the harbour. At the entrance was a fort of eight " guns to guard that, and to prevent all passage " by the river at low water; in addition to this " security, great quantities of wool was brought " here from Ireland by such English protestants " as escaped the general massacre. With this wool " the besiegers covered the tops of their mud walls, " which saved them greatly from the small shot of " the enemy. The town was at that time but " small either in appearance or reality, however, " the fortifications then included most of the " ground on which the present buildings stand. " The prince fixed his main camp round the bea- " con, * about a mile from the town, and his " officers in the villages near it. The batteries were " mostly placed upon the ridge of ground, run- " ning from the top of Townshend-mill † to the " Copperas-works, and the trenches in the lower " ground under them, from whence he often at- " tacked the town, but was often repulsed, which " made him say, That at first view he could com- " pare it to nothing but a crow's nest, but he " found it an eagle's nest, or a den of lions.

The same authority informs, " That the Prince, " after many fruitless efforts to take it, must at last " have raised the siege, had not colonel Moore sur- " rendered it to save his house and effects at Bank- " hall; be that as it may, the works were de- " serted, and the prince's army entered on that side " about three in the morning, and put all to the " sword

* The present St. Domingo.
† Top of Shaws Brow, leading to Mount-pleasant.

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" sword, till they came to the High-cross, the spot " where the exchange now stands, when the rest " of the inhabitants were sent prisoners to the tower, " and to St. Nicholas's church: the prince taking " possession of the castle."

By this account, it appears, that a high or principal cross was at this time standing on the spot, where the present exchange is now erected; and it is somewhat remarkable, that no writers, antient or modern, have made any mention of it. St. Patrick's cross is noticed, and there is every reason to believe, that the principal cross, in the very center of the town, would have been more deserving description; it might have been a very beautiful erection, such ornaments being almost general throughout the kingdom, whereon it was usual to bestow much expense, perhaps, in compliment to the taste of Edward the first who had erected them in honour of his queen. The town record undoubtedly mentions this cross, but it is very singular, that neither painting nor engraving has conveyed an idea of the form and sculpture of this, nor of that of St. Patrick, nor even of the castle and tower, at least none are now existing *; whereas the beautiful crosses of most other parts of the kingdom, tho' now pulled down, in compliment to the rage of modern delapidation, are yet commemorated, either on canvas or engraving: there cannot be a stronger evidence of the weak attachment of the antient corporation to the arts, than a neglect of the conveyance of its own antiquities, to the amusement and information of posterity. The

* A painting of a view of the town is in the possession of Ralph Peters, Esq. supposed to be done at the partial request of some particular person; for had it been by order of the corporation, it undoubtedly would not have been private property.

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The description given in the preceding extract of the state of the town in the year 1644; notwithstanding it may be juſt, is yet too general to afford any satisfaction as to the number of inhabitants, streets or houses: some small idea may perhaps be conceived of the extent of the town at this time from an original painting*, which shews the town of Liverpool, as it appeared from the river Mersey in the year 1680, whereby a comparative allusion may be made, to what it might have been in the year 1644, when it must undoubtedly have been less, than at the time this view was taken.

This painting being perspective, there is no scale to determine extent, notwithstanding which, it may give some small idea of the limits of the town about the time beforementioned.

The station of the observer is plainly on the river to the northward of Water-street, from whence the whole extent of the town, from north to south appears at one view. On the northern extremity is a small fort, which is certainly that mentioned in the preceding extract, to contain eight guns and to be placed at the mouth of the river. This fort almost immediately connects with the stone wall of the old church yard, or north-west parapet of that cemetery, which was at that time almost close to the water. This perspective confirms the church record, that the wall of the present church yard and all the land to the westward thereof has been gained from the Mersey; the same painting also shews, that the parapet, westward of the Derby tower, was then at the extremity of Water-street, and between

* Mentioned in the note in the preceding page.

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butted on the river, therefore all the ground now between the water, and the old site of that parapet wall, must have been also gained on the river. This wall at that time appears to have been on a line with that of the church-yard, which determines how far westward the inclosed fortified walls of the tower extended. The turrets of this building appear to have been then embattled, though they have now only a common coping, one only excepted. The whole line of the old parapet in this perspective does not shew a single embrasure, nor does the south-west angle form any bastion, though it is said in the memoirs to have been originally built for defence: it may therefore be concluded, that no danger, at the time this view was taken, was apprehended from any attacks by water.

The old custom-house, which then stood at the south side of Water-street, opposite to this tower, had the principal front facing the river to the west, and covered the ground from thence southward, to the old ropery, but this building appears to have been erected some little distance from the river, no doubt for the convenience of admitting a small quay for the purpose of landing goods, no docks at this time having been made; this is all that can be gathered from the terrestrial line of the perspective. The bird-view gives some idea of the castle, which appears to have been built much upon the plan of others, about the same period; it had an embattled round tower at each angle, and seems to have been sufficiently formidable to the attacks of the archery, or other military implements of ancient times, but deficient in principle and strength of any

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resistance to regular artillery, the two northern towers were at this time much impaired, no buildings are seen to the south, and there was probably nothing but open ground, quite down to the pool, which filled the place where the old dock is now made. This perspective also gives you a view of a building, which was the market or town-house, common in these kingdoms, the attic only is seen, below, it might have been supported with pillars, as is usual with these erections, which are generally designed to accommodate market people, and might be also convenient for transacting little matters of commerce with the few traders of that time. It appears to have been erected to the southward of the present exchange, the attic apartments are seen to contain seven windows on the west front, and as the building is said to have been triangular *, the other two sides doubtless contained the same number; over this was a square lantern or turret, which had one window on each side, perhaps used as a look-out for the arrival of vessels, on the top of this lantern was a vane. The attic apartments were undoubtedly made for the purpose of corporation meetings, and various other town business, to which similar buildings are now applied in various parts of England.

Such appears to have been the state of the town in the year 1680, consequently some idea may be formed of its extent at the time of the attack by prince Rupert; for though it is described to have been then fortified with a strong and high mud wall, the extent of the town so inclosed must have been but small, for in the year 1680, being thirty-six years

* The town record declares this old market-house, or exchange, to have been triangular, and supported by pillars, forming a market-house beneath for the accommodation of the country people.

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years after the siege, it was extended but forty-five yards on the river, from north to south, that being the distance from the north angle of the old church wall, or corner of Chapel-street, to the bottom of James-street; what might have been the extent to the eastward cannot be truly said, but it could not be large, for we are expressly told in the memoirs, that the town was inclosed from the end of Dale-street, and the length of the town from the west end of Water-street to the east end of Dale-street, the corner of Byrom-street, is but nine-hundred yards: had the ground been covered with houses four hundred and fifty yards from thence, southward so as to have completed a square, exactly corresponding with the north and southern extremity of the western boundary, the whole area would have been but 405,000 yards; but this ground could not then have been covered with houses, for in the year 1680, it appears that there were various interstices inclosed and unbuilt, many of them being planted with trees; they must therefore have been much more numerous thirty-six years before that time, and consequently the town consisted of fewer houses.† These materials lead to some idea, though an imperfect one, of the gradual increase of the town, its houses and inhabitants, to the year 1680, when we are again left in obscurity, and receive no authentic information on that head until the year 1765*, when a plan of the town was made by Mr. John Eyes. This leads to some comparative proof of the increase and variation during that interval of

* Enfield, page 26, says, that the number of houses in 1753 was 3700, and of inhabitants about 20,000.—In 1760, the number of houses was 4200, and consequently the number of inhabitants about 25,000, but this return will appear to depend entirely on his method of calculation.

† In the year 1765, Dale-street did not extend beyond Cheapside, and Preston-street.

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eighty-five years. It appears also from this plan, that the town at that time, extended north to the Ladys-walk, the top of Old Hall-street, and from thence southward to Upper Frederick-street; the distance of these north and south extremeties is about 1600 yards; it extended from the river eastward to Preston-street, which measures about 740 yards; it therefore follows, that if the said line was perpendicular to the end of the north and south line, it would form a square of 1600 by 740, the area whereof would be 1184000 square yards, and such extent may be justly allowed, for though some of the parts so enclosed by the square so formed, would contain vacant ground, yet more will appear to be cut off than is included in the calculation; it is therefore to be admitted, that from the year 1680 to 1765, the buildings and streets increased, so as to cover 779,000 square yards, more than were covered in the year 1680.

This description of the gradual increase of the town, may not be unpleasing to a curious reader, more especially, as the information is deduced from actual surveys, and allowed authorities; I shall therefore proceed to shew the increase since the year 1765 to the year 1790, when a new survey and plan was made of this town, by which it appears, that it then extended north to the end of Great Howard-street, and southward to Parliament-street, then bounded by Toxteth Park; the distance of these two stations is 2700 yards. The boundary westward is the river, from whence the buildings are seen to extend to Richmond; the distance of these stations is

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is 1500 yards; and if the line of St. Ann-street, eastward is extended parallel to the line formed westward, it would make a square of 1500 by 2700 yards, the area whereof would be 4,000,000 square yards, by this it appears that the quantity of ground from 1765 to 1790, or in 25 years, covered with buildings and streets, is increased 2,866,000 square yards.

Gradual Increase and number of Inhabitants.

This being a maritime town, subject to a constant influx and reflux of people who are not actual residents, the gradual increase of its inhabitants is not so easily discovered as that of an inland town, where the migrations are few: certainty therefore, must in some instances, yield to hypothesis; unfortunately there are no materials, nor records, nor even rational tradition, whereon securely to rest calculation; we have indeed authority, that in 1565, the number of householders and cottagers was 138, and that 89 men navigated 15 vessels; admitting, therefore, that poverty and necessity compelled five persons to one of those small dwellings, the town would have contained about thirty houses, this leads to an idea of the probable number of houses and magnitude of the town at this period, which may reasonably be thought proportioned to the number of inhabitants, which is positively declared by the town record to be no more than 138.†

From this æra there is a total paucity of every authority, which can give the least elucidation to the number of inhabitants until the year 1662, when the

† See page 43.

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the first bills of mortality appeared in this town; which although perhaps imperfect in their returns, may lead to something nearly the truth of the number of inhabitants in that year. By the first of these bills there were only seven marriages, 30 christenings, and thirty one burials.* Proportioning therefore the number of inhabitants to the famous and well known averages of Sir Wm. Petty (which buries every city, town, and village, once in twenty-five years.) The number of inhabitants in 1662, must have been 775; the increase therefore from 1565 to 1662; or in 97 years was only 637, this number however is not improbable, when the small extent of the town during this interval of time is considered, for though at the attack by prince Rupert, the garrison is represented to be strong and numerous; we are expressly told, that it was principally owing to the number of protestants who fled from the Irish persecution, and brought not only arms and ammunition, but also large quantities of wool; and contributed greatly to the assistance and protection of the Inhabitants †.

From this period inclusive, the number of burials advanced, though slowly, until the year 1700, as may be seen by the following extract of their number, returned at the end of the following years.

Marriages.

* In the register office of Chester, is a parish register of Liverpool for the year 1624, from which it appears that there were then only 4 marriages, 35 christenings, and 21 Burials.

† Seacombe's Memoirs.

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	Marriages.	Christenings.	Burials.
1662	7	30	31
1670	5	67	48
1680	3	106	51
1690	10	116	158
1700	35	132	124

It appears from this extract, that the burials in 1700 were 124, and according to the beforementioned method of calculation, the number of inhabitants must have been 3100; and the increase from 1662 to 1700, being only 38 years, was 2325, a very rapid and extraordinary advance; yet, such augmentation is not improbable, for about this period the town seemed to feel its increase, to look forward to its own advantages, and augment its condition.

In 1699, the 10th William III. the inhabitants obtained an act of parliament for building a new church, and making the town a parish of itself, distinct from Walton; for hitherto the town of Liverpool was an appendage only to the parish of Walton, and had only a parochial chapel of ease † under Walton, but by this act, it was granted, "That from the 24th June, 1699, the town and "liberties of Liverpool should be a distinct parish, "and totally unconnected with Walton. That the "corporation should have the power to build a "‡ new church, a house for the rector, and to raise "400l. by assessment on the inhabitants for that "purpose. That two rectors should be appointed, one for the new church, the other for the "parochial chapel, who should enjoy the same ecclesiastic

† The present church of St. Nicholas.
‡ St. Peters.

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" clesiastic benefits as the rector and vicar of " Walton had before enjoyed; that all parish dues, " &c. should be equally divided between the two " rectors. That the patronage and presentation " to the rectory should be vested in the mayor, " aldermen, and common-council, for the time " being; and should any dispute arise, the decisi- " on should be referred to the bishop of Chester."

The town being thus become a parish, and no longer dependant on Walton, must be supposed more correct in its register than while it was only parochial, and therefore the bills of mortality at, and after the year 1700, admitted to be nearly the truth. I shall therefore, endeavour to estimate the progressive number of people from that time, on the plan heretofore mentioned to have been preferred by Sir William Petty, with some deviation from his prescribed number of years; for reasons which immediately follow: to accomplish which, the deaths from 1700 to 1793 inclusive, will from the bills of mortality, be formed into Novenaries. Should I fail in the attempt, I can at least plead in extenuation that I have followed the method pursued by that able and judicious calculator; repeated experiments, no doubt convinced him, that years singly and progressively considered would not make a return so conclusive as an average drawn from an aggregate number, which number he fixed at nine; and various trials in different parts of the continent proved, that every city, town, &c. buried itself in about 25 years.

But although in the calculation of the last century 25 years are given as the expectation of life, it

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it must be supposed to have greatly increased at the present day, by reason of various improvements and cultivations which are known to contribute to the health of Mankind; extensive forests and woody enclosures, which heretofore covered large tracts of land, have been opened, lagoons, swamps, &c. have been drained, or filled up, and in many places covered with buildings, cities that heretofore had narrow streets, projecting houses, signs and other impediments to that free passage of air necessary to health, are now opened and greatly enlarged, it may therefore be reasonably admitted, that the prolongation of life may be greatly extended since the days of Sir William Petty. The return of Breslaw in the year 1770, was 26½ years, which is an increase of 1½ years on his calculations that are known to have been principally made at Breslaw, and in his time averaged but at 25 years.

Dr. Percival in his observations on the state of Manchester, fixes the yearly mortality as 1 to 25; Dr. Haygarth, in his remarks on the city of Chester, as 1 to 31; but these calculations being confined to single years, and to particular places, can convey no fixed rule to govern general conclusions, as will appear from accurate tables and observations, made public by several learned and ingenious writers, who make the proportion of people dying in the several places under-mentioned as follows, viz.

* Pais de Vaud,	Switzerland,	as	1 to 45
Vienna,	—	—	1 — 19½
Edinburgh,	—	—	1 — 20

London,

* Dr. Price's observations, &c.

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London,	—	as	1 to 20½
Amsterdam,	—	—	1 — 22
Rome,	—	—	1 — 22
Northampton,	—	—	1 — 26
Breslaw,	—	—	1 — 26½
Holy Cross, near Shrewsbury,			1 — 33
Berlin,	—	—	1 — 16½
† Manchester,	—	—	1 — 25
‡ Chester,	—	—	1 — 31
|| Liverpool,	—	—	1 — 27¼

Notwithstanding these laboured and curious observations convey agreeable intelligence, they can neither be satisfactory nor conclusive in respect to general calculation, opposed to the whole kingdom; for the principal evidence they give, appears to be nothing more, than that the longevity of the inhabitants of all places, depends on climate and situation. I shall therefore decline all further inquiries and remarks on the observations and opinions of others, and confine my calculation of the number of inhabitants, to the bills of mortality, and probable duration of life of the people of Liverpool only.

In a general § lustrum, or scrutiny, taken in January 1790, a return is made of 55,732 persons, then actually residing in the town of Liverpool, (in which scrutiny neither foreigners nor strangers are included.) By the bills of mortality it appears, that the burials in the year 1789, was 1162; if the said number

† Dr. Percival's observations on the state of Manchester.
‡ Dr. Haygarth.
|| Enfield's history of Liverpool.
§ By Mr. Simmons, from October 13, 1789, to January 13, 1790.

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number of inhabitants is therefore divided by 1162, it makes the proportioned duration of life, almost 33¼ years, which if truly ascertained, Liverpool is the healthiest spot in England; nor can there be any thing to invalidate the fact, but an error in the bills of mortality, for the scrutiny is known to be perfect, and unless the return of the obituaries for the year 1789, can be proved erroneous, nothing can refute the truth of the calculation. An elaborate and learned author,* has however ventured openly to repudiate the attempt, but such opinion shall in no manner divert me from persevering on the intended plan, and that more especially, being supported by the precedent of the able and correct mathematician before mentioned, from whose example the burials from 1700 to 1793 inclusive, will be formed into Novenaries, in the following manner: and the number of inhabitants determined by multiplying the burials by 33¼, the discovered expectation of life, by the proof before given.

From

* The Rev. Mr. Enfield, who in his history of Liverpool, frequently varies much in his opinions, in page 22 says, "multiplying the annual number of "deaths, by a supposed proportion of the inhabitants, who die yearly, is liable to "objections;" yet in page 29, he commends Dr. Haygarth's proceeding on this principle, in his observations on the city of Chester, which he (Enfield) also says affords some ground to justify his own calculations; this is clearly saying, that he justifies his calculations on a method liable to objections, but what is still more OUTRE, in page 27, he says, that if 32,400 inhabitants, are divided by 1191, the annual burials in the town, it will give the proportion of the inhabitants who die annually, which he then makes as 1 to 27 1-4th; now, with all subordinancy to the mathematical correctness of Mr. Enfield, I venture to affirm, that if the bills of mortality are true, and the said bills are multiplied by the proportioned longevity of the people, the product must be the number of inhabitants; for if 1191 the number of burials before mentioned is multiplied by 27 1-4th, it will produce (abating the practional excess) 32,400, the known number of inhabitants.

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From	Aggregate burials of the Novenary.	Average annual burials.	Inhabitants annual average.	Gradual increase.
1700 to 1709	1465	163	5461	2361*
1709 — 1718	2111	235	7873	2412
1718 — 1727	2727	303	10150	2277
1727 — 1736	3658	406	13601	3451
1736 — 1745	5213	579	19396	5795
1745 — 1754	6999	778	26063	6667
1754 — 1763	7557	840	28140	2077
1763 — 1772	9947	1105	37017	8877
1772 — 1781	11853	1317	44119	7102
1781 — 1790	15229	1692	56682	12563
1790 — 1793	5087	1695	56782	100
				53,682

It appears by this table, that in 93 years, the town has increased 53,682 persons; for the said number being added to 3100, the number of inhabitants in the year 1700, it will exactly amount to 56,782, the number of people supposed to be existing the latter end of the year 1793.

The average number of inhabitants in the novenary 1781 to 1790, is 56,682, which is 950 more, than according to the enumeration in the year 1790 was known to be then living; this plainly arises from the increase of burials in the other eight years; a sufficient proof of what has been before advanced, "that partial calculation cannot determine general "conclusions." But although the bills of mortality may be admitted, and believed accurate, to the end

* The number of inhabitants being 3100 in the year 1700, as appears in page 55, the increase in the first novenary becomes 2361.

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end of the year 1790, the succeeding years lead to strong suspicion of their irregularity, It is not reconcilable to judgment, that the increase in three years is no more than one hundred, which for ninety years before has given an average increase of 577 persons. It appears very extraordinary that for three successive years, viz. 1790, 1791, 1792, the number of funerals should be exactly the same; but what more inclines to a probability, or indeed an actual certainty, that the bills of mortality have been irregular since the year 1790; is the return made, from the 25th March 1793, to 25 March 1794; which appears replete with absurdity and irregularity.

I would not hereby be understood to reflect on the care and attention of the parish clerks; I only mean to deprecate the manner in which the obituaries are collected. The returns are probably just, but that selection or discrimination is wanting; which appears necessary for the purposes to which they are meant to be applied; in consideration whereof, I have here given an exact copy of the said bills of mortality, being the last account published.

TABLE

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TABLE

OF

BIRTHS, BURIALS, &c.

From 25th March 1793, to 25th March 1794.

	BIRTHS.			BURIALS.			Marriag.
	Males.	Females	Total	Males.	Females	Total	
At St. Peter's, - -	190	194	384	156	172	328	228
St. Nicholas's, -	620	610	1230	135	154	289	279
St. George's, - -	8	7	15	3	0	3	12
St. Thomas's, - -	47	31	78	14	25	39	45
St. Paul's, - - -	46	35	81	101	88	189	55
St. Ann's, - - -	3	7	10	14	17	31	110
St. James's, - -	69	58	127	84	86	170	33
St. John's, - -	27	26	53	726	611	1337	40
Trinity, - -	19	17	36	5	8	13	42
St. Stephen's, - -	2	4	6	0	0	0	0
St. Catherine's, -	0	0	0	0	0	0	0
Dissenter's, Paradise-st.	11	16	27	0	0	0	0
Ditto, Benns gardens,	20	17	37	0	0	0	0
Ditto, Toxteth-park,	3	6	9	4	4	8	0
Baptist's, Byrom-st.	7	14	21	16	11	27	0
Ditto, Matthew-st.	1	0	1	0	0	0	0
Independent's, Renshaw-st	18	17	35	4	2	6	0
Methodist's, Mt. Pleasant,	11	17	28	0	0	0	0
Ditto, Edmund-st.	3	1	4	0	0	0	0
Scotch Kirk, Oldham-st.	17	23	40	8	5	13	0
R. Chapel, Lumber-st.	73	67	140	0	0	0	0
Ditto, Sir Tho. Buildings,	20	19	39	0	0	0	0
Ditto, Seel-st.	40	50	90	0	0	0	0
Quaker's Meet. Hunter-st.	4	5	9	6	5	11	2
	1259	1241	2500	1276	1188	2464	846

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It appears by these bills, that 2464 persons died, from 25 March 1793, to 25 March 1794; if therefore, the number of inhabitants should this year be regulated, in the manner already represented; it will amount to 82,543, whereby the town will have increased in one year, 25,761 persons, which, if not, is so nearly impossible, as to justify a direct contradiction; this discordance will be seen plainly to arise from the irregular returns in the bills of mortality, which make the burials almost equal to the births; such an effect can never be supposed to arise from any other cause than the influx of aliens. The interments at St. John's, the usual cemetry for strangers, will in some degree confirm the fact; it appears by the table that 1337 persons were there buried, and only 53 persons christened, which makes about twenty-five times more persons buried than were brought to the font, if the same calculation was maintained proportioned to the total number of births, which are 2500; there would not be a creature existing in Liverpool in twelve months, for it would make the number of inhabitants 62,500, which would be 6768 more than the real number, reported in Mr. Simmons survey to be living in the year 1790 *.

On the contrary, the returns in St. Nicholas's, make the births to the burials more than 4 to 1; the Dissenters, Methodists, and Roman Catholics, although their aggregate births are 365, are proved by these bills, to be of that happy communion, as to

* 2500 + 25 = 62,500. Mr. Simmons makes his gross return of inhabitants 55,732: which makes the above calculation produce, 6788 inhabitants more than could be existing at this time.

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to have no decrease in their congregation in an entire year; a similar discordance runs through the whole of these bills of mortality, indeed there is very little foundation whereon the clerks can securely rest their returns, for in Liverpool, there is but one parish, yet a report is made of eleven, which have neither wards, nor limitations, St. Nicholas, St. Peter St. George, St. Thomas, and St. John, have districts, but they appear in no manner to regulate, or to be connected with the present bills; and until some regulation is therein made, they can afford little other advantage, than a temporary annual amusement. Strangers and inhabitants are at present indiscriminately mixed, the positive obituaries of the latter can therefore never be determined, until a distinction is made between the interments of the one and other. There is perhaps nothing more easy than a true report being made, without abating any thing of the external magnificent inconsistency, of having eleven parish churches to one † Parish. For let it first be determined, that no person shall be deemed an inhabitant, either as an housholder, or inmate, who shall not have resided in the town twelve months. The question at every funeral is readily asked, "if a stranger, or inhabitant is to be deposited?" and the register easily made according to that report; and for the more effectually determining the number of real inhabitants, that annually die, no person shall be buried out of the town of Liverpool, without a certificate first had and obtained from the clerks of the parish; this would completely determine the annual mortalites to a very great exactness; and whenever

† Terming these buildings, churches is a clerical solecism, they can be no other than chapels, parochial and dependent on the mother church.

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whenever so desirable and useful an effect shall be accomplished, and the burials annually multiplied by 33¼ (the preceding longevity of the inhabitants determined by the calculations;) there is every reason to believe the annual number of persons living will be produced to a very sufficient exactness: and if scrutinies were made for a few years, to discover the truth thereof, it would determine the expectation of life: and thereby be a standard for all future calculations, without the trouble of repeated enumerations.

Such are a few of the loose thoughts on this important subject, which may perhaps lead some persons of greater speculation and abilities, to bring to perfection; and in further elucidation of so essential a work, I shall give a scheme of future bills of mortality that appear perfectly formed to answer every expected purpose, by discriminating the inhabitant and stranger; this method will always make an annual regular return of the actual number of inhabitants only buried in the town of Liverpool.

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RETURN

OF THE

BIRTHS and BURIALS,

In the town of LIVERPOOL for the year ——, viz.

	PAROCHIAL.				EXTRA PAROCHIAL.				
	Inhabitants.		Strangers.		Inhabitants.		Strangers.		Total.
	Males.	Fem.	Males.	Fem.	Males.	Fem.	Males.	Fem.	
St. Peter's,	9	4	3	2	1	0	0	2	21
St. Nicholas's,	3	8	7	3	2	1	3	0	27
St. George's,	1	5	0	0	14	7	0	0	27
St. Thomas's,	11	6	4	9	3	0	0	8	41
St. Paul's,	14	2	15	11	0	2	1	0	45
St. John's,	11	3	46	19	0	0	0	0	79
St. James's,	10	4	17	8	14	17	0	0	70
Parochial Males,	59	32	92	52	34	[illegible]	4	10	310
—— Females,	32								
Extra Parochial Males,	34								
—— Females,	27								

152 Inhabitants died this year,
158 Strangers died this year,

310 Total number of burials in the year ——.

I would not be understood by the above attempt, to prescribe rules to the inhabitants of Liverpool; it is an idea submitted to their opinion, and at the same time, it may be affirmed, that the present method can never return a true number of the mortalities of the settled inhabitants in Liverpool, nor of any city, or town in the kingdom, and that more especially which is maritime, must be subject to the greatest defects; strangers at sea ports being perpetually

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tually arriving, inhabitants constantly emigrating, and the routine of people in perpetual circulation. But whenever a certain return can be completely effected, the expectation of life may be truly ascertained, and the number of inhabitants regularly and annually discovered, but until such regular bills of mortality shall be produced, the calculation I have herein given, and settled at $33\frac{1}{2}$, may claim an establishment. This expectation of life is lower than any city or town in England, and has been proved to hold true proportion between the annual burials and the enumerated inhabitants in 1790; therefore whatever attempts may be made to defeat it; the answer of Ralpho †, "no argument like matter of "fact is," will be only given to the most formidable opponents: for if the bills of mortality in the year 1790 are believed to be accurate, the evidence is beyond contradiction, that the proportion of longevity to the number of inhabitants in the year 1790, was as 1 to $33\frac{1}{2}$.

† Hudibras, Canto 3.

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SECTION IV.

The gradual Increase and Number of Houses, Streets, Squares, &c. and present improved State of the Town.

IN the last section was given the gradual increase and present number of inhabitants, together with the dimensions and area of so much of the town as appeared in the year 1790 to be covered, or intended to be covered with houses, and formed into streets, &c.—In this section, endeavours will be made to discover the number of houses standing at that period, and at the end of the year 1793. It appears on inspection that the ichnography of the town, as represented in the year 1790, has not been increased, although many of the streets and houses, then imperfect, have since that time been compleated. These continual additions and improvements render a return of the number of streets undeterminable: Mr. Simmons, however, in his enumeration or scrutiny in the year 1790, has reported the number of streets, lanes, &c. within the town of Liverpool to be 413, containing 8865 houses, 8148 whereof were inhabited, and 717 untenanted.

On this authority there can be certain reliance, by reason it arises from a personal scrutiny; which also informs, that the number of inhabitants dwelling

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ling in the said 8148 houses, was 53,853, which he shews in the following proportions:

	Inhabitants.	
6540 front houses contained	39,118	
1608 back houses . . .	7,955	
8148 houses contained		47,073
1728 cellars contained		6,780
Total inhabitants . . .		53,853

The houses are discriminated in the following manner, viz.

Inhabited front houses were	6540	
Inhabited back houses . .	1608	
		8148 inhabited
Empty front houses . .	529	
Empty back houses . .	188	
		717 empty
Total number of houses in the year 1790		8865

In the above return the cellars seem represented as separate dwellings; such distinction is certainly unnecessary, and liable to confusion; for the inhabitants of these cellars are as completely inmates as if they had lodged on the first floor: I shall therefore consider them in the following calculations as lodgers only, thereby proportioning the number of inhabitants to the 8148 houses, reported to be inhabited, without any partial regard to the cellars.

From

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From this scrutiny in the year 1790, the number of inhabitants in each house, may be completely averaged; for if 53853*, the number of persons who occupied the several tenanted houses, is divided by 8148, the dwellings reported to be inhabited, it will give an average of $6\frac{3}{4}$ persons in one house. On reference to the calculations made in the year 1773 †, it is seen, that $5\frac{4}{5}$ are given to one house, which declares that $\frac{4}{5}$ of an individual is now given to each dwelling, in addition to what it contained in the year 1773, notwithstanding the inhabited houses are at present 2220‡, more then were occupied at that time.

If these calculations in the year 1773 are just, the present augmentation of individuals in each dwelling, clearly arises from the number of small houses not being sufficiently proportioned to the increase of the mediocrity, which increase must undoubtedly be very unhealthy to the inhabitants; large houses find no inconvenience from six or seven persons in a house, nor would many small ones, were they limited to the averaged number, but the contrary proves to be the fact; many large houses have not four in family, and many hundreds which do not rent more than 4l. and 6l. per annum, have eighteen, or twenty crouded together, from cellar to garret, under one roof; from which it may be justly admitted that averages in these instances may serve to amuse, and justify calculation in hypothesis; but

* 1879 Persons in the work-house, &c. are not included in the number occupying houses, which make 55,732. the total number in the scrutiny.

† Enfield, page 25.

‡ Ditto, page 25, makes the number of tenanted houses 5928, which subtracted from 8148, shew the increase to be 2220.

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but they determine nothing certain as to the real number contained in each house.

An attempt to regulate and determine the number of houses in any town or city, can never be perfect by the means which is generally adopted for that purpose, for though the exact number of inhabitants shall be known, and the true average, or number of persons inhabiting each dwelling determined, the number of houses of which a town consists can never thereby be discovered, the search therefore becomes nugatory and indefinite, it can only shew the number of houses really occupied, but leaves us at a loss as to the number of houses of which a town consists. This fact clearly appears in the return of Mr. Simmons, for if 53853 is divided by $6\frac{3}{5}$, it will produce 8148, or the number of houses which are inhabited, but not what are contained in the town, which by the survey were 8865.

In like manner, although the proportioned number of inhabitants to each dwelling is fixed and certain; and the number of houses also known, of which a town actually consists; the number of inhabitants cannot thereby be discovered, a selection can only be produced from those which shall appear to be actually inhabited; a satisfactory account by either of these methods, to produce either of these effects, must therefore be acknowledged rather the amusement of the closet, than contributing to public and certain information: whereas if the number of inhabitants can first be truly ascertained, and then divided by the number of persons proportioned to each dwelling, the inhabited houses in every city and town in the kingdom may be determined

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mined to a certainty, and in like manner, if the number of the inhabited houses are known and multiplied by the general proportion allowed to each house, the number of inhabitants are readily known.

To produce these desirable and indisputably required effects, there can nothing be more certain than the bills of mortality, if a return is accurately made from them, of which clear evidence has been already given in the former Section, wherein the expectation of life is proved to be 33¼; this is a clear evidence, that the health of the inhabitants and climate must have been greatly improved in the last 20 years, for the writer of the history of Liverpool in the year 1773, makes the expectation of life so high as 24¼ years, whereby the longevity of the inhabitants has increased nine years. This difference seems very extraordinary, but when a scrutiny is made into the reverend author's method of calculation, on which he grounds his opinions, our wonder must immediately abate.

This gentleman evidently maintains his thesis on the doctrine of supposes; he supposes three times in one page and finally supposes that the best method of computing the number of inhabitants is multiplying the number of births, instead of the number of deaths. In support of this opinion he first takes the average of the burials from 1767, to 1771, both inclusive, which amounts to 1121, to which he adds 70, buried at neighbouring churches and dissenting burial places *, which together

* Page 25.

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together make 1191, he then adverts to an enumeration †, made in the year 1773, which determines 34,407 persons, to be then living in the town of Liverpool.

We are also ‡ informed that it was a general rule in this scrutiny, "not to include such members of "families as were abroad at the time it was taken," and yet, he includes 200 supposed § to die abroad, thereby increasing his burials from 1191 to 1391; which multiplied by 24½ produce 34079, being nearly the number returned by an actual scrutiny, this he declares the expectation of life, or that 24½ part of the inhabitants die yearly; when by a very ingenious scholium he presently presumes, that the proportion for Liverpool will not be fixed too low at 27½ ||.

This proportion of 24½ years therefore, appears to be determined for the express purpose of confirming his method of calculating the inhabitants by the number of births, instead of the number of deaths, to accomplish which, he brings forward an average of christenings on five years, viz. from 1767 to 1771, which average amounts to 1098; he then supposes Protestants, Dissenters, and Papists, 250, then to complete the required number he again supposes that 50 are omitted baptism. This collection of supposes makes together 1398 births, which being multiplied by 24½, make 34251, nearly corresponding with the number of inhabitants returned

† Page 24. ‡ Page 27. § Page 30. || Page 26.

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turned by enumeration; from whence he concludes that the expectation of life is 24½ years.

It is submitted to superior penetration to discover the cause of this singular method of determining the expectation of life so high as 24½, for that which he approves, and afterwards * recommends, of dividing the inhabitants by the mortalities, would have produced nearly † $28\frac{6}{10}$ years, making a difference of $4\frac{1}{10}$ ‡, and it is still more singular, he reconciles a probability of the births having been nearly equal to the deaths, from 1700 to 1773, consequently no increase of inhabitants shall have arisen during 73 years, but a uniform equalization shall have been maintained between parturition and mortality, he there proceeds to account for the increase of inhabitants from the constant influx of strangers, which he says, not only keeps the town in constant increase, but also supplies the several vessels with men; this conclusion seems very extraordinary, Liverpool being proverbially known, to be diffident of all strangers except inhabitants, or shopkeepers, who exhibit articles for the indulgence of fancy, or luxury. Yet the reverend calculator says, that 1200 strangers must have annually arrived 14 years preceding the year 1773, and that to preserve the town in its present state, three or four hundred strangers must come every year and settle among them.

I wish it to be understood, that the remarks made on

* Page 29.

† 34079 the aggregate inhabitants——1191 the number of burials gives 28 6-10th. See Enfield pages 26 and 27.

‡ From 28 6-10ths take 24 1-half, rem. 82-20ths = 4 2-20th, or 4 1-10th

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on this subject do not proceed from a disposition of wanton criticism, but from a necessary search into the causes of the great distinction between the expectation of life in the year 1773, and that which is now given in the year 1794, for if $24\frac{1}{2}$ * years are admitted, the difference is nine years; if $27\frac{1}{4}$ † the difference is $\frac{1}{4}$: $6\frac{1}{4}$ if $28\frac{6}{10}$ the difference is only $4\frac{9}{10}$ yet the reverend author has determined all these different periods of longevity, and appears to leave the reader to draw his own conclusions from his long collection of supposes §.

Without any further remarks on the methods pursued by any authors, however celebrated, I shall confine myself to the calculation of $33\frac{1}{2}$ years, which has been already proved to allow about $6\frac{2}{3}$ persons to one dwelling, which will be made the general divisor to the number of inhabitants determined in the several Novenaries of the last Section, whereby the progressive number of houses and their novenarial increase will be shewn, from the year 1700 to the end of the year 1793 in the following table.

TABLE

* Page 27. † Page 30. ‡ Page 26.

§ The same conclusions appear in this instance as the late Sir Robert Walpole formed in the house of Commons, of the late Mr. Addison, who rising three times, and prefacing his speech with the words, "I humbly conceived." Sir Robert at his third attempt, observed to the house, "this honourable gentleman, has conceived three times, and at last has brought forth nothing."

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TABLE of a Novenary of inhabitants in the town of Liverpool extracted from the last Section, wherein is calculated the number of houses, and their gradual increase, from the year 1700 to 1793 inclusive, $6\frac{3}{5}$ persons being given to each dwelling.

	Inhabitants.	Number Houses.	Gradual increase.
1700 to 1709	5461	827	*357
1709 — 1718	7873	1193	366
1718 — 1727	10150	1538	345
1727 — 1736	13601	2061	523
1736 — 1745	19396	2939	878
1745 — 1754	26063	3949	1010
1754 — 1763	28140	4263	314
1763 — 1772	37017	5608	1345
1772 — 1781	44119	6684	1076
1781 — 1790	56682	8588	1904
1790 — 1793	56782	8603	15
		Total	8133

This calculation manifests the number of inhabited houses in the end of the year 1793 to be 8603, being 455 † more than in the year 1790. The total gradual increase is 8133, which if added to 470‡, would make 8603, the number inhabited the end of the year 1793, thereby proving the truths of the calculation.

In

* In the year 1700, the inhabitants are calculated 3100; the number of houses were therefore at that time 470, consequently the number of houses at the end of the first nouvenary being 827, the increase was 357.

† In the year 1790, the number of inhabited houses was 8148, which added to 455 make 8603.

‡ 1300 ÷ 6 3-5ths. = 470 the number of houses in the year 1700.

§ In 1790, the number of houses inhabited were returned 8148.

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In further evidence that the above return is nearly accurate, it appears, that 8588 houses are returned in the novenary, in 1781 to 1790, and by the scrutiny made in 1790 the inhabited houses are 8148, this makes a difference of 440 houses, which excess is occasioned by 1879 persons returned in workhouses, being considered as housholders, which makes an increase of 284 houses; the novenary also, gives 56,682 inhabitants in the year 1793, whereas the gross number returned in the year 1790, was 55,732, this makes a difference of 950 persons, or 144 houses, which together make 428, being only twelve less than the 440, which appeared to be in excess; the number of houses in the preceding table in the tripatrite from the year 1790 to the end of the year 1793 is 8603, but should calculation be made at the end of the year 1793, singly and independent of the preceding years, the number of houses would be 8949, and the inhabitants * 59,060, but the truth of this computation depends entirely on the returns of the bills of mortality, than which nothing but an actual scrutiny can satisfy inquiry.

The boundaries of Liverpool which have been already † described extend beyond the town in different directions, these limits are prescribed in the manner of the ancient Roman terminii, by stones, called by the inhabitants meer stones. The ground lying within the boundaries is called the liberties, the mayor and corporation attended by a great number

* In the year 1793, the burials were 1763, which being multiplied by 33 1-half produce 59,060 inhabitants, which being divided by 6 3-5ths make 8949 houses.

† See Section 2.

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ber of the inhabitants annually ride round them, which is nothing more than a custom pursued in all other parts of England, to remind the inhabitants of the extent of their bounds, and that no encroachments are made on their limits; these liberties from east to west, measure one mile two furlongs, eighteen pole, and from north to south two mile four furlongs, twenty-two pole; the longest line is from the Beacon gutter to the point near Smithdown-lane, which is two miles five furlongs, they contain 1104 squares of ninety-six yards each side, or 2102 acres, of which nine hundred and eighty belong to the corporation, the rest are private property.

This town has lately received many alterations and improvements, in the year 1790 it consisted of 8865 houses, since which time it has greatly increased. A very few years since, it was dirty, mean, and the streets much too narrow for the health, or convenience of the inhabitants, in which state it still continues in many parts, particularly to the north east, but a plan has lately been determined, and in part executed, to widen some of the principal streets. Castle-street has been recently compleated, and Dale-street has been widened from the change eastward as a specimen of what is intended; this plan, when executed, will form a most elegant street about 650 yards in length, terminated in part by the eastern front of the change, which will then be seen, almost immediately on entering the town, Water-street, which faces Dale-street, and extends to the river, is also opened westward, to a correspondent breadth, and when finished will make one distinct point of view from the entrance of Dale-street, down to St. George's Dock, but this

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this important and expensive improvement is rather to be wished than expected; should it ever be accomplished, the whole arrangement will form as elegant a street as in any town in England, and had the architect of the change, fortunately thrown the front of that building so far back, that it had been on a line with the northern range of these new buildings, it would greatly have improved the perspective, to which the present projection will be some impediment.

Castle-street is a principal and most elegant improvement, it opens immediately from the change to the south part of the town, having on both sides handsome well built houses; the western side is a regular range of buildings, and had the eastern side been compleated on a similar plan, it would have added greatly to the uniformity of the whole; the rents in this street average high, and the shops are large and handsome, and fitted up in such a manner as would credit any of the principal streets in London, they are also well furnished with great variety of every required commodity for the conveniency or luxury of life, it is well lighted by a regular arrangement of lamps on each side, and had the foot pavement been flagged, would not have been exceeded by any street in England, of its height and length, but with all its pleasing allurements, it appears as if placed by accident and not design; the situation and line (like other buildings in this town) is without meaning, it has neither eye-fall nor any determined point of view, unless a general prospect of cabbages and potatoes at the bottom thereof can be so called; the plan tends to no future effect, nor discovers any original design. Looking from the change

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change to the south, you see nothing but a confused groupe of matter in the vicinity of the green market, and the disagreeable dirty winding from the opening of Pool-lane to the Old Dock, which exhibits an imperfect sight of the tops of a few vessels. If from the bottom of the street the view is taken northward, the impropriety is most glaring, it cuts off at the least, one fourth of the right wing or division of the change, and thereby totally confounds and mutilates all order of perspective, and destroys the effect of a most elegant, magnificent, and pleasing vista, which could readily have been supported, had the least attention been given to propriety; nothing appears so easy as to have removed all these disagreeable impediments, for had the street been widened to the west, so as to have thrown Little Castle-street into the present, the whole front of the change would have been thrown open to view, the elegancy of St. George's church, would have appeared, and greatly enriched the perspective, while the obelisk in the market place, would in some small degree have increased the embellishment, and whenever time and wealth should have enabled the corporation to have carried the line on each side of the street so formed through Pool-lane, down to the Old Dock, it would have compleated one of the most noble streets in England; and perhaps equal to any in Europe, commanding from the exchange a complete view of the shipping, and of the whole town south of the Old Dock, which southern situation, by reason of its acclivity, and extent to the very extremity of the town as far as Toxteth Park, would have formed a most open, cheerful, and elegant eye-fall, while from the south side of the town a street of the width, length, and magnitude, would appear

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appear to great advantage, as such improvement would have made the whole south front of the exchange to terminate the prospect.

There are no streets of any particular note, nor in any manner deserving remark to the northward of the Old Dock, except Castle-street; the best buildings before the recent rage of modern improvement appear to have been southward, in Paradise-street, Hanover-street, Duke-street, &c. but they present little uniformity, they are principally the residence of merchants, built under their own direction and designed more for internal convenience than external elegance; the houses for the most part in these situations, have their entrances offensively high, being thus raised above the level of the street, for the convenience of having large and extensive cellaring, this method was formerly pursued to afford warehouse room for merchandise, and appears to have been general, for the greater part of the houses of the mediocrity, have also cellars, which give residence to families, and are generally let out by the owners of the houses to many people following trades; this is certainly injurious to the health of the inhabitants, and to the passenger dreadfully dangerous, many of those cellars project far into the streets, and frequently people unguarded in the evenings, and often at mid-day, have been known to break their limbs, by suddenly falling into them; it is something extraordinary, that in houses of moderate rents the evil continues to this day. The merchants have some years declined this method of building, there being large and extensive warehouses erected in every convenient part

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of the town for depositing merchandize, and many have their warehouses contiguous to their dwellings.

The new buildings have furnished the town with plans of many good streets, well laid out, and the houses well designed, but many of them are unfinished, especially those on the north part of the town, there are some good streets in the neighbourhood of St. Anns, Islington, &c. but many of them are but half built, and of such as are complete, several are empty; indeed the same effect is seen in all parts of this town, there is a degree of magnitude in their attempts, but few of the plans are accomplished, the builders here, as at London, Birmingham, &c. appear to suffer their avarice to get the better of their discretion, we are however to look forward to time for accomplishing present appearances, but whenever the plans are executed, the head will probably be found too large for the body. There are many squares in this town, but none of them deserving that name, Cleveland-square, is a decent plain assemblage of houses, it measures one hundred yards by forty, making an area of four hundred square yards, in the center of which is a rusticated obelisk, in this square is a weekly flesh and green market, for the accommodation of which shambles and benches are constantly standing; this may be convenient to the neighbouring inhabitants, but contributes as little to the improvement of the square, as it does to the pleasure of the occupiers of the surrounding houses. The next square in this quarter of the town is Wolstenholme-square, which is sixty yards by thirty-one, making an area of two hundred square yards,

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The next is Clayton-square, which is sixty yards by forty, making an area of two thousand four hundred square yards. Williamson-square measures eighty yards by sixty, making an area of four thousand eight hundred square yards; there is also St. Paul's square, which is formed by the houses that surround the church-yard, and Brook-square, which is nothing more than a little dirty court, there is also an intended Queen's-square, near St. John's church, another called Pownall-square, and Kents-square; but these are in projection, consisting at present of only a few houses.

Upon review of these squares, they appear to be a mere assemblage of houses without meaning, many of them are even below mediocrity, a gloomy seclusion greets the entrance, and being seldom frequented by passengers, grass and moss rise in the interstices of the pavement, and give the transcient spectator an idea of desertion and depopulation, that free column of air, necessary to the health of the inhabitants, is impeded by reason of its limited extent, from whence arises a certain stagnation which must produce a damp unwholesomeness constantly about the buildings, whereby the best of them can afford neither pleasure to the sight, nor health to the inhabitants.

But notwithstanding the great improvements and attention of the inhabitants to the embellishment of the town, it is something singular, that so little regard has been paid to the convenience of the passenger, that the foot pavement is not laid with flag-stones, like that of most other improved towns and cities in England; an assemblage of small hard

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pebbles, bounded by a stone curb, is all that is given by way of foot pavement, and these curbs so worn into cavities by the feet of the passengers, (who thereby avoid the inconvenience of the sharp pebbles) that they are not only become very unpleasant, but in many places dangerous, this still renders the town dirty and disagreeable, especially in the winter, and in rainy seasons. What could induce the neglect of so important an improvement is not easy to reconcile to opinion; possessed of an open port to furnish a cheap conveyance from Portland and Purbeck, or from various parts of the Hebrides, and other northern islands known to have plenty for such purposes, they had the opportunity of a ready supply, at a much easier rate than any inland situation, nay, their own quarries close upon the town would have afforded sufficient at least for the purpose of paving the principal streets. The acts which passed 21st Geo. II. and that in the 2d Geo. III. for the better preserving the pavement, enlightening and cleansing the streets, and other additional acts, would have authorized a pound rate for that purpose, as in other parts of England; even Castle-street has no other pavement than small square stones, something better than pebbles, how much more elegant would it have been, had it been flagg'd from end to end; this vile foot pavement is the remark of all strangers, and can be only reconcileable to the inhabitants from custom.

The town of Liverpool affords no walks of amusement in its vicinity, commerce alone appears to engage the attention of the inhabitants, there is a pretty terrace walk, called St. James's-Walk, at the south end of the town, which commands an extensive

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sive view over great part of the river, and the adjacent country, it has convenient benches, a pretty shrubbery, and walks decently kept, for such as are disposed for that amusement; behind this terrace is a large stone quarry, which for many years has supplied the town with all the stone required for the several public erections and other purposes; it is of a yellow cast in its first state, but the colour discharges by time, and finally has a very good appearance; the entrance to this quarry is by a subterraneous passage supported by arches, which has a romantic, but at the same a pleasing effect, there is here a good chalybeate water, which in the opinion of many eminent physicians, who have made analysis of its properties, is not inferior to many of the spaws*.

There was also for many years at the north end of the town a pretty walk, called the Ladies-Walk, in which were four rows of trees, and from its elevated situation commanded the river, and all vessels passing to and from the town, but this place of convenient amusement has lately been entirely destroyed for the purpose of making brick, being thought to contain the finest brick earth in the county. Nothing now remains for the amusement of the inhabitants, in the northern parts of the town, but a sort of terrace, called the Parade, on the banks of the river, to the west of Georges Dock, which in a fine day, affords a sort of mall, or pleasure walk, and would be greatly improved by a row of trees on each side.

But

* Of the properties of this Spaw, mention has been already made in the second Section.

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But amidst the rage of improvement and rapid increase of streets, squares, and erections of useful and ornamental public buildings, there is no security against the melancholy consequences which may arise from fire, there are engines, and every necessary assistance judiciously and plentifully provided, but the want of water would be too seriously experienced if a conflagration extended to many houses, there could be no relief but from the docks, the river, the canal, or from the few pumps which are partially distributed in different parts of the town; a supply to the well of an engine from any of these places by means of buckets and manual assistance would be very inadequate to the quantity required to extinguish the rage of that element, when it had once acquired any alarming degree of strength.

It has been remarked of the taste and genius of the inhabitants of Liverpool, that they extend more to the glare of external splendor and magnificence, than to internal convenience and general utility, there is no greater evidence of this truth, than a neglect of the general safety of the town by providing at all time a sufficient supply of water, not only in all cases of danger, but also for the use and convenience of the inhabitants, a plan for this purpose was in contemplation some years since, and an act * obtained, to enable the corporation to grant to Sir Oleave Moore, liberty to bring fresh water into the town from a fine spring near Bootle cum linacre, but was never carried into execution, the advantage which would have arisen to Sir Oleave Moore, when

* VIII. Ann. chap. 25.

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when so beneficial a plan had been accomplished, might at that time have been found too small to sufficiently recompence the attempt; the number of houses about the year 1710, when this act was made, was not more than 1100 *, consequently the tax arising from the inhabitants, would then have produced too small an interest on the money necessary to be advanced on the part of the projector, who for that reason might have been induced to decline his original intention.

But if the advantages were at that period so small as to discountenance the attempt in one person, they appear at this time to be such as would amply recompence the corporation, or any society who would unite in compleating the work, the expense of bringing this water to town would be very moderate, a common aquaduct about one yard wide and one deep, being every thing sufficient to convey the water to a large reservoir in some convenient spot north east of the town, from whence a main, or principal pipe could be laid in almost every street in the town, which would at all times, by means of fire plugs, not only give an immediate supply of water in cases of fire, but by means of small leaden pipes be conveyed into every house in Liverpool, not only for culinary, but every other necessary purpose.

Nature, the ichnography of the town, and proximity of the spring, all unite in the invitation to so necessary and advantageous an undertaking, it is a well known axiom in hydraulics, that all waters rise to

* See page 76.

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to a level of their spring, therefore at whatever height north east of the town a reservoir should be constructed, the water therein contained would, by means of pipes conveyed therefrom, flow to any distance whose degree of elevation shall not be greater than that of the reservoir from which the stream shall issue, and as the southern summit of the town does not appear higher * than the lands to the north east, it clearly follows, that the main principal pipes may be conveyed across the lower lands, and rise to a sufficient height to afford at all times a plentiful supply of water to the inhabitants of the whole southern district, without the assistance of fire, or any species of forcing engine.

The inconveniencies which arise to the town from the common supply of water from carts, is so great, that a gallon of wholesome water is not often to be had from the inhabitants of a whole street, in addition to which inconveniency, it imposes a certain tax on every inhabitant, which on examination will appear to be at least equal to what would be required for a supply by the means represented; for let it be admitted that every house, large and small, shall expend no more than a pail and half of water every day, which would amount to five pence farthing a week; but when the great quantities are considered which are used at inns and other houses of entertainment, sixpence may moderately be averaged on each dwelling, which imposes an average tax of twenty-six shillings yearly on each house. It may reasonably be supposed, in proportion to the increase of the last thirty years, that before so beneficial a plan

* This may readily be determined by any common Surveyor.

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plan could be compleated, the town would consist at least of ten thousand houses, the inhabitants whereof at the rate beforementioned, would pay 13,000l. per annum for the supply of water from the common carts.

A conclusion may therefore be drawn, that if the inhabitants can be supplied by pipes, with wholesome fresh water, at the same rate which they now pay for a partial assistance from the common carts, they will certainly prefer the former, which will give them a more plentiful and convenient supply without any additional expesne, the great question therefore remains, if 13,000l. per annum *, will afford the proprietors a sufficient interest on the money which may be required to complete the undertaking.

SECTION

* If 3000l. per annum is allowed for contingencies and defalcation, by reason of empty houses, &c. the annual return may be settled at 10,000l.

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SECTION V.

Of the principal Public Buildings for the conveniency of Commerce.

THIS being a commercial town, the public structures which more immediately appertain to trade, demand the first description, the number is few; the exchange, mansion-house, custom-house, the docks, and the tobacco-warehouse, being the only public erections which have any affinity with its traffic.

THE EXCHANGE.

This building is situated on the most elevated and convenient part of the town, on the spot where the four principal streets nearly intersect each other at right angles, viz. Castle-street, High-street, Water-street, and Dale-street; the first stone was laid the 14th of September 1749, it has some claim to elegance, and could it be seen to advantage, would have a pretty appearance, but in every direction the view is imperfect, the west side of Castle-street cuts off almost one fourth of the south front, and the view from Dale and Water-streets, notwithstanding the recent enlargement, is very limited; the whole fabric is built of stone, dug from the neighbouring quarry, which still retains a faint yellowness, although considerably whitened by time; it has a rustic

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rustic well proportioned basement, whereon arises an elegant range of Corinthian columns, and pilasters, between which are large handsome windows with circular heads, supported by small Corinthian pilasters, the capitals of the columns are divided by tablets of bass-relief, of various strange designs and subjects, whose hieroglyphics are not easily decyphered, the relief of the compositions is so bold, that it offends the eye, and lessens the pleasing simplicity of the capitals, with which they are almost united, the columns support a handsome pediment terminated by three vases, whereon is a piece of sculpture well executed, nearly in alto relievo, which the author † of a history of Liverpool says, represents "commerce committing her treasures to the protection and patronage of Neptune," but I am inclined to believe the author has not given himself leisure to consider the subject, nor do I conceive myself capable of a clear explanation of the groupe; the hostile flaming sword cannot be supposed to typify commerce, nor even Adeona, the fabulous goddess of voyages, from what part of the Pantheon, or heathen Mythology the sculptor gathered his subject I have not been able to discover; the allusion however may be nearly as follows, viz. on the left angle of the pediment, the Genius of Commerce appears represented in the figure contiguous to the bale, casks, &c. whose right arm is round the neck of the Liver, (the emblem of Liverpool) which he seems to embrace; the Genius of Liberty, seems designed by another small figure holding the Cap, on a rod, in his right hand, and sustained by the Fasces on his left, perhaps indicating, that while liberty is encouraged and valued

† Enfield.

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valued, punishment is notwithstanding ready for the licentious. On the right angle, is the hulk of a ship, near which is Neptune with his trident in his right arm, and his left resting on an aqueous urn, supposed the type of the River Mersey, of which he is made the god and protector, the principal figure is contigious to Neptune, and (by its emblems, which are a full Cornucopia resting on a shield, bearing the figure of a Liver beneath his right arm, in which is a flaming sword) seems to represent the genius of Liverpool, ready to defend her plenitude and commerce; the extended left arm of this figure is intended to direct the attention of Neptune to the Genius of Commerce; the whole model is well designed, and the execution bold and masterly.

There was originally a dome, or cupola to this building, covered with lead, whereon was a light turret and clock, from whence was a good prospect of the town and its environs, but this was thought not only to incumber the building, but to add a gloominess to the light Corinthian architecture which supported it, this opinion at present seems to be allowed, for it is in contemplation to throw a light dome over the area of the building, for which purpose models have been made, and drawings designed, how far it may contribute to the elegancy of the structure will appear when compleated, or to what purpose it may be erected, will then be more readily conceived, neither warmth nor shelter from weather can be the object, for the merchants of Liverpool, by a strange partiality, prefer the inclemency of the rain and winds to the sheltered convenience which the

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the covered walks of the exchange would at present afford them †.

The original north part of this building has been taken down on account of an addition being thereto made, for the purpose of a mansion house, to which it is contigious, the west and east fronts remain in their original state, the colums supporting plain pediments, the principal entrance into the exchange is by three arched door-ways, ornamented with handsome iron gates, the center of each crested by a gilded Liver, these lead to spacious covered walks encompassing a square area, which returns a faint gloomy light on the whole, which is still rendered more obscure by a heavy double doric colonade without pedestals, which not only contracts the breadth, but totally destroys that correspondent lightness, which a single row of columns would have given to the whole building, the uniformity and area of the south walk, which is the widest, is rendered not only offensive to the eye, but ineligible to its purpose, by reason of a great number of dirty poles ‡, and appear as shores intended to support

† The inhabitants of Liverpool are inflexible to usage and prescription in many instances, but in none more than in the above, it appears to be a settled principle among them, never to depart from a custom pursued by their ancestors, however absurd the proceeding, they conceive it more eligible and satisfactory to be parading the public streets in the midst of mud, rain, snow and tempests, than to assemble in convenience and shelter, because such was the method of their forefathers when they had no place to hide their heads; the change appears erected to no other purpose than to shew they have been able to build one, for the lower parts, which undoubtedly were originally intended for the assemblage of the merchants only, answer no other purpose at present than as receptacles for a parcel of dirty boys to whip tops, or divert themselves at whoop, to which the interstices of the colonades appear happily adapted.

‡ These poles were placed in this situation to support certain illuminations on the recovery of his present majesty from his long and dangerous malady; it is therefore probable that they are intended to remain as a lasting testimony of the loyalty of the inhabitants on that happy occasion.

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port the upper part of the building, which the genius of the most ordinary architect could nearly have prevented, the floor of these walks is paved with small square stone, and the bottom of the area with brick whereby that pleasing convenience is destroyed which would have arisen from a regular broad pavement, the under part of the whole entablature, and the body of the building under the piazza, is crouded with a sort of planceer and other trifling attempts at decoration, which discover more the luxuriancy of fancy, than the purity of architectural genius.

The four sides of the area, as before observed, present a double doric colonade, which girds the four principal walks, exhibiting an unpleasant large mass of stone, neither convenient, necessary, nor graceful, this heavy colonade supports a light entablature, the freize of which is decorated with roses and trigliphs on this entablature rise a range of Corinthian columns, between which are seven arched windows in each of the four fronts, decorated with another complete range of Corinthian pillars less than the former, between the capitals of the larger range of columns are tablets in bass relievo, chiefly of festoons of flowers, &c. the whole supports another entablature, of which the architrave, frieze, and cornice, are entirely plain; on this entablature between each square window of the attic, are high disproportioned pedestals, or rather terms, whereon are placed pine-apples, of a size so enormous, as to destroy all rule of perspective, added to this is such a redundancy of small trifling matter by way of carving, or ornament, that the whole appears one unpleasant confused assemblage of decoration, increasing that

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that gloominess which a lighter and less encumbered composition would relieve, and could be intended for no other purposes than by increasing the charge of the building to enhance the gain of the architect.

Under these piazzas are doors which lead to the Surveyor's-office, and the Loan-office, the exchange keeper has also his apartments here; going out of the eastern piazza at the foot of the great stair-case is the Treasurer's office, the main entrance to this great stair-case is at the east front, and leads to the town-hall, where the quarter sessions and other meetings are sometimes held, it is a large handsome room, well lighted and elegantly fitted up with handsome seats and other convenient accommodations for the reception of the magistrates, jury, council, &c. the whole compleated in solid mahogany; here is also the town clerk's office, or the apartments for holding the mayor's court, and the respective offices thereto belonging; on the great stair-case is a very elegant model of a seventy-four gun ship of war, compleatly rigged; and in the lobby leading to the mayor's court office, is a full length painting of a former sword bearer of the corporation, in a handsome carved and gilt frame, with the sword of office in his hand, it is well done, and is said to be a great likeness; in the mayor's court-room, or town clerk's office, is a singular curiosity, viz, a large sword, the hilt a common cross, resting on a broad carved antique frame, wherein is a tablet with the following inscription, viz. "This sword of state, carried be-
"fore his Excellency Sir William Norris, of Speake,
"in his embassy to the Great Mogul, given as a
"monument of his respect to this corporation,
"Anno

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" Ann Domini 1702. John Cockshunt Mayor." Here is also the assembly room, large and handsome, being sixty-five feet long, and twenty-five broad, where are two large, elegant, and capital paintings, in fine broad carved and gilt frames, they were executed by Mr. Martin of London, and given to this corporation; the one represents Cleopatra arming Anthony for battle, and the other the murder of the family of Macduff; the subjects are too well known, to require reference, or explanation, the whole is in a bold masterly stile, the colouring warm and expressive.

THE MANSION-HOUSE.

For simplicity of design, lightness of composition, and assemblage of dignity united, this fabric has not its superior in England, in few places its equal, and does great honour to the taste and direction of the architect: although ornamented in a rich stile, and elegant compartments, it is totally free of that puerile unmeaning trumpery, by way of carving, which in the exchange disgusts the eye of the beholder; the principal front of this building rises on a rusticated basement, the windows and doors whereof have circular heads, or pediments, on this basement rises the attic, which completes the height of the principal front, at each aisle, or extremity thereof is a noble Venetian window, of neat Corinthian columns; the main building exhibits a regular range of Corinthian pilasters, and from the center a projecting cornice is supported by double columns of the same order, in a stile of brightness and dignity that cannot fail of attracting the eye, and pleasing the beholder, between these columns

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columns are three large windows with plain pediments, over each of these windows are light oval apertures on which are thrown festoons, which at once enrich and ornament the whole; over the venetian windows are handsome tablets, lightly ornamented, and above the cornice, which is embellished only with dentrils, are several tablets enriched with festoons: the returns, or side fronts, have each three niches, and similar ornaments to those in the principal front, placed above them, this building is intended as a Mansion, or temporary residence of the Mayor for the time being, and by its immediate connexion with the exchange, will afford a communication from thence to all the courts and other offices, which are there held; this building is not yet finished, but when compleated, promises to be very convenient and eligible for all the purposes intended; application has been made to the corporation by some of the merchants, for the use of the lower part of this building, or some portion of it, for the purpose of a general commercial coffee-house, somewhat on the plan of Lloyd's coffee-house in London, but whether such intention will be carried into execution is not yet determined, be that as it may, such an arrangement could not fail being of the greatest utility to the whole commercial part of the town, by giving them an opportunity of having a book of entry similar to Lloyd's, in which every merchant on receiving authentic information, would enter a ship's arrival, loss, &c. and although such entry could not be supposed general, it would convey some satisfaction to the parties to whom such information would be interesting, in particular to the Insurance Offices. Tables might also be placed for insurances and pro-

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per places for the underwriters, to whom policies could be readily submitted by the brokers, as at Lloyd's. A master of the coffee-house might be paid by subscription, for amply providing all papers and commercial lists, and other necessary appendages, to whom intelligence of all kinds might be hereafter directed, this would make the mercantile part of the inhabitants a distinct class of people, and their intercourse not liable to be broken by the interference of persons unconnected with commerce, or that did not contribute to the expenses of the plan. But should the corporation concur in the request, the merchants might not be unanimous in the proceeding, convenience and propriety with many, would yield to custom.

The Custom-House

Is situated on the east side of the Old Dock, it has nothing to recommend it to notice except the conveniencies for the purposes to which it is intended; a good flight of steps leads you through a small arcade into a sort of open vestibule, or lobby, which connects with the different offices below stairs, from whence are two small projections, or wings, the building is brick, ornamented at the windows and angles with stone; there is the king's arms in the centre, and on the top a flag-staff, on which colours are occasionally hoisted; above stairs is the long room and other convenient offices, behind the building is a good yard, and large extensive warehouses, properly calculated to answer every purpose for which they may be designed.

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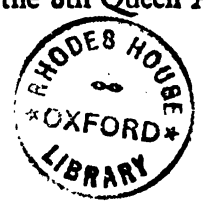
The Docks.

These may not improperly be called the principal of all the public buildings, not only contributing to the splendor, convenience, and safety of commerce, but to the profit of the corporation. Docks are superior to any other mode of receiving and dispatching vessels, by reason, that without any regard to tides, they are always afloat, and their broad sides close to the quay, whereby the expense of lightage, and other water carriage of a cargo, is entirely saved; these docks have been compleated at different periods, at a large expense, great labour, and required an astonishing quantity of stone to complete the stupendous piers and embankments necessary to prevent the encroachments of the river. Of these docks there are three sorts, the principal are called Wet Docks, which usually receive such ships as are on foreign service, and consequently have large and heavy cargoes to discharge; the next are the Dry Docks, these generally receive the vessels that are employed coast ways, that lie on the mud when the tide is out; the others are the Graving Docks, of which there are five, these have flood-gates to admit and exclude the water, whereby the vessel can at all times lie dry, for the purpose of caulking and other repairs; the five wet Docks are as follow, viz.

The Old Dock.

This is the first Dock made in this town, for which an act was obtained the 8th Queen Anne*, it runs

* See section. II.



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runs inland to the eastward, and becomes the bason of a parallelogram, or long square open at one end, surrounded with convenient houses and warehouses: the east end buts on the Custom-House quay; there is something remarkable in the act of parliament for making this dock, and confirms the opinion in the beginning of this history, that there was a large water, or creek in this spot, which was termed a pool, the words in the act are as follow, viz. "for "making the said Dock, have granted a piece of "ground containing four acres or thereabouts, par-"cel of the waste of, and belonging to the said "borough and corporation, lying in, or near a "certain place called the Poole, on the south side "of the said town of Liverpool," this extract from the preamble fully confirms the fact, that a pool, creek, or assemblage of water existed in this lower direction of the town; the first extent of this dock appears to have been about one hundred yards before you come to Mersey-street from the river, where it suddenly contracts about twenty yards, and so continues to the end eastward, the present dimension is two hundred yards in length, the broadest part measures ninety yards, and the narrowest seventy yards, the mean breadth eighty yards, and the superficial content, or area, sixteen thousand square yards, it affords a fine quay for landing goods, and gives a salary to the Dock Master of 168l. per annum. The ship Mulberry was the first vessel that entered this dock.

Contiguous to this spot there was a haven, or receptacle for shipping, long before the reign of Elizabeth, which is not noticed by Leland, Cambden, Morery, nor any authors of antiquity, who have mentioned

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mentioned this town, but as it is attested by the public records, there can no doubt remain of the fact. On reference to the said records, it will be seen, that between folio seventy and eighty, by some strange negligence, there is only one leaf in the book, and on that leaf there are entered the proceedings of a common hall, that resolved to make a new haven. The entry, or record, is as follows, viz. "1561,* Robert Corbet, Mayor. Sunday be-"ing the 9th of November, this year, and next "after the great wind and storms, Mr. Mayor, "called the whole town, as many as were then at "home, into the hall, where they counselled, all "in one consent and assent, for the foundation and "making of a new haven, turning the fresh water "out of the old poole, into the new haven."

This is verbatim the record of the corporation, from whence it appears, that a haven had belonged to the town many years before 1561, for had it not been standing, it could not have suffered by the storm recorded to have destroyed it, but where the said haven was situated there do not remain the least traces to gratify the mind of the curious antiquary, tradition is also silent on the subject, but from the words of the record it may be supposed to have been near to the Old Dock, for it says, "a new haven "shall be made by turning the fresh water out of "the old poole into the new haven," now there is ample proof that the old, or original pool, was the site of the present old dock, which stream seems intended to have supplied and filled this haven, which must therefore undoubtedly have been contiguous

* 4th of Elizabeth.

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guous thereto, but the mind is not readily reconciled to the idea of fresh water: for was the said pool, and the large inlet of water therewith connected, supplied by the Mersey, it must have been brackish, we are therefore induced to imagine that the said poole was supplied by small rivulets, or streams from the higher parts of the town: this appears most eligible to reason, for all connexion of the said old pool with the Mersey must have been stopt by embankment, whenever the stream was diverted from its old channel so as to have afforded a constant supply to the new haven,* which supply could therefore have only arisen from fresh water streams, this record greatly enlightens and confirms the idea of these pools having been receptacles for birds of passage, for had the water been brackish, it would have given little other invitation than to Gulls, or other sea fowls, it is however a fact, that a haven once existed, and a new one was intended, but perhaps never carried into execution, and finally the present Old Dock might have been erected at, or near the spot where the old haven formerly was made.

St. Georges Dock.

This dock, for which an act was obtained the 11th Geo. II.† is the northermost dock, begins the corner of St. Nicholas Church-yard, and extends opposite to Moore-street; this is a very fine dock, measures two hundred and fifty yards, by one hundred, forming an area of twenty-five thousand square

* From the wording in this record, the haven seems to have been a sort of dock, for as fresh water was turned into it from the old pool, it must have had a discharge by gates into the Mersey, or a constant stream must certainly have overflowed it.

† See section 11.

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square yards, it has a most noble quay, lined with capital and convenient warehouses. The dock-master's salary is one hundred guineas per annum.

SALTHOUSE DOCK.

To this dock going from that of St. George, you pass the Dry Dock, or Bason, which measures in length about two hundred and fifty yards, and connects with three Graving Docks, which are seen to the westward; Salthouse Dock, takes its name from an old salt-work, contiguous thereto, this dock is nearly in form of a trapezium, whose diagonal is two hundred and seventy yards, and mean perpendiculars seventy-eight yards, it gives an area of twenty-one thousand and sixty square yards, has the entire length of Cornhill to the west, and extends almost to the Dukes Dock, on the south: here is also a fine quay, with convenient warehouses. The salary of the dock-master, is one hundred guineas per annum.

THE KINGS DOCK.

This is a fine new dock, measures two hundred and ninety yards by ninety, forming an area of twenty-six thousand one hundred square yards, this dock being contiguous to the king's tobacco warehouse, receives all the vessels from Virginia, and other parts laden with that commodity, for the more conveniently and readily discharging, weighing and housing the same. To this dock also vessels from the Baltic and America freighted with timber, lumber, pitch, tar, and other gross goods come to discharge, there being a broad and convenient quay for

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for that purpose, seldom encumbered with other commodities. The dock-master's salary is one hundred guineas.

Queens Dock.

The Kings Dock before-mentioned, connects with another dry dock, or bason to the south, from which are seen two new graving docks, this bason connects with the Queens Dock, not yet finished, but will be compleated in a short time. This dock is the largest of the five, measures two hundred and seventy by one hundred and thirty yards, forming an area of thirty-five thousand one hundred square yards, being nine thousand square yards more than either of the other; these docks united, from the dry bason at St. Georges Dock, to the end of the Queens Dock (including the Dukes) extend one thousand eight hundred yards from north to south, being upwards of one mile, but communication for carriage and foot passengers is made over them to all parts of the town, by means of well-constructed draw-bridges, placed near the gates, or entrances to each dock, which upon the whole are not surpassed in size, construction, and conveniency by any in England.

The great advantages and returns of these docks to the town, cannot be better shewn, than by an account of the progressive advance of the dock duties since the year 1752. This account will also shew the number of shipping annually entered in these docks, their astonishing increase since that period, and consequently a demonstration of the great augmentation of trade in the town of Liverpool.

PROGRESSIVE

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PROGRESSIVE increase of dock duties, and of shipping, entered in the port of Liverpool from the year 1752, to the year 1793 inclusive.

Year.	No. Ships.	Duties. £.	S.	D.	Year.	No. Ships.	Duties. £.	S.	D.
1752		1776	8	2	1773	2214	4725	1	11
1753		2034	16	2	1774	2258	4580	5	5
1754		2095	11	0	1775	2291	5384	4	9
1755		2417	13	11	1776	2216	5064	10	10
1756		2187	16	9	1777	2361	4610	4	9
1757	1371	2336	15	0	1778	2292	4649	7	7
1758	1453	2403	6	3	1779	2374	4957	17	10
1759	1281	2372	12	2	1780	2261	3528	7	9
1760	1245	2330	6	7	1781	2512	3915	4	11
1761	1319	2382	0	2	1782	2496	4249	6	3
1762	1307	2526	19	6	1783	2816	4840	8	3
1763	1752	3141	1	5	1784	3098	6597	11	1
1764	1625	2780	3	4	1785	3429	8411	5	3
1765	1930	3455	8	4	1786	3228	7508	0	1
1766	1908	3653	19	2	1787	3567	9199	18	8
1767	1704	3615	9	2	1788	3677	9206	13	10
1768	1808	3566	14	9	1789	3619	8901	10	10
1769	2054	4004	5	0	1790	4223	10037	6	2
1770	2073	4142	17	2	1791	4045	11645	6	6
1771	2087	4203	19	10	1792	4483	13243	17	8
1772	2259	4552	5	4	1793	4129	12480	5	5

In the year 1724, the amount of the Dock duties was only 810l. 11s. 6d. and in 1725, 847l. 15s. 11,

There are many warehouses lately erected on the quays contiguous to these docks, their situation and disposition is undeniable, but the rage of elevation is carried to an extent which nothing can reconcile

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concile to propriety, it is evident the projectors must either have been totally ignorant of mechanics, or very indifferent to the labour which must attend hoisting the packages into the upper stores, or rooms, the same tackle, the same principle, and the same purchase raises the commodity to the lowest, as to the highest range of flooring, whereby the weight of every commodity becomes increased in proportion to its distance from the point of action, nor can two persons receive goods at one and the same time, it is admitted that goods can be hauled into the upper loft by laboured, slow degrees, but not with that dispatch necessary to business, whereas had each loft its distinct crane, as is the method in the East India and other London warehouses, the owner of each loft could at all times receive his goods, and the purchase be proportioned to the height, by that necessary increase of wheels, which the known rules of mechanics give for that purpose.

Tobacco Warehouse.

This warehouse is situated on the south end of the town facing the Kings Dock, is a good brick building two hundred and ten feet, by one hundred and eighty, and allowing the diameter of the hogsheads three feet, it will hold upwards of four thousand hogsheads of tobacco on the ground tier. The principal front is to the water, the centre door has a rusticated frontispiece, whereon is a pediment, having the king's arms well executed, the supporters are couchant, in the centre is a small turret, which would have been rendered useful by the addition of a clock, the back front to the eastward has also a centre door with a rusticated arch, and small pediments

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pediments, whereon is placed a Liver; the north and south doors are also arched with stone without pediments, each of these fronts has three arched doors; the whole is a uniform neat building, has convenient offices for the clerks, and is in all other respects well adapted to the purposes for which it is intended.

SECTION

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SECTION VI.

Of the several Erections intended for public Worship.

THERE is in the town and parish of Liverpool, twelve churches of the established religion, twelve sectaries, and a Jew's synagogue, these buildings discover few traces of antiquity, but they have nevertheless an equal claim to description, with any modern public structures in the kingdom, they are for the most part so well designed, so judiciously composed and elegantly finished, that they are equalled by few, and excelled by none. The most ancient and indeed only building dedicated to public worship, which has any claim to antiquity is that of

ST. NICHOLAS, or the OLD CHURCH,

This is the original parochial chapel, and was the only place of worship when the town was part of the parish of Walton, history and the church records leave us at a loss for the certain date of its first erection, it was the common chapel of the inhabitants in the year 1588, for it appears by the town records, that on the Earl of Derby * coming to the tower of Liverpool, (then his residence) and waiting for a passage to the Isle of Man, the

* Seacombe's Memoires.

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the corporation in compliment and honour of his arrival erected and adorned in a rich manner, a sumptuous stall, or seat, in the church for his reception, where he several times honoured them by his presence.

It is undoubtedly of much greater antiquity, but there are no vestiges of the old building remaining, excepting the main body, or base of the tower, in which there appears the external of the original belfry window, in the usual taste of ancestry. This window is now closely bricked up, but the traces of the narrow aperture and eliptic arch are yet visible, on this tower is seen to arise a new one, with the addition of a steeple, whereon is a ship placed as a vane, the whole body of the church has been recently rebuilt, and the inside compleatly repaired; the present appearance is perfectly plain, the attic embattlements and their ornaments excepted: before this repair, large external buttresses projected from the piers of each window, since their removal, the inside of the church is better lighted; on the old tower is a good clock, a vertical sun-dial† is on the south side, and a horizontal dial on a pedestal in the church-yard, it is situate the northern extremity of the town, close on the banks of the Mersey, there was formerly in the church-yard, a statue dedicated to St. Nicholas, to which seamen in the days of Romish superstition offered prayers as they went to sea, to implore the saint's mediation with the virgin, for a successful voyage, and safe return; the

† On the face of this dial is the inscription, "Carpe diem, et hoc momento pendit Æternitas," and beneath, "our days upon earth are as a shadow."

John Copeland, } Church Wardens.
James Lowell. }

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the situation of this church being near the river, the bells have a pleasing effect, they are a good set and are generally rung on the safe arrival of fleets, or of any particular vessel.

Why this church is frequently termed by the inhabitants a parochial chapel, appears difficult to reconcile, it was certainly parochial while an appendage to Walton, but in the year 1699, when the act of William III. confirmed Liverpool a parish of itself distinct from Walton, the then existing church could no longer be parochial, but must have become the positive parish church, no other at that time existing, for the same act which made it an independent parish could not at the same time be supposed to continue and confirm its original dependency on Walton, for the term parochial implies a dependency, and is considered adjectively. Moreover it was enacted, that the corporation should have power to build a new church, which should enjoy the same benefits and immunities with the then parochial chapel, this certainly implies the confirmation of another church, which was supposed immediately to exist on the passing the act, which made the chapel of St. Nicholas no longer parochial but the real mother church of the parish, for had it been expressed to build a parish church, the expression would have then been absolute, and determined St. Peters the parish church: St. Peters can therefore only be a parish church by implication, enjoying the same privileges as St. Nicholas; but this is simply the opinion of the Editor, the determination of this distinction he submits to those of superior judgment.

On

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On reference to the vestry book of this church, it does not appear that in her parochial state, dependent on Walton, that any material particulars relating thereto were entered before the year 1682†, and then chiefly small receipts and disbursements; the state of the town at this period may in some little degree be conceived by the following extract of the lay, or levys assessed for the poor, which extract will also shew the directors, or officers of the parish at that time, viz.

April 1682. Officers elected in the chapel of Liverpool.

Thomas Gerrard, chapel warden.

Robert Amerie, sidesman on the one and twentyeth of August 1682; after the death of Robert Amerie, Thomas Matthews elected sidesman for the remainder of the year.

Then ordered that a lay of 8l. be assessed for the poor.

Ordered that a lay of 40l. be assessed for repairs of the chapel.

Ordered, that Richard Diggles, and John Gammond be overseers for the poor, for the year ensuing.

It

† In the town record are the following entries, which shew that the register of the chapel before this time was in the corporation books, viz. 11 March 1611. "That a sum of money shall be levied upon the burgesses, &c. for repairing the "chapel of St. Nicholas.—24 Jan. 1663, Ordered, that the sum of 100l. shall "be assessed upon the freemen as well resident as non-resident, for the repairs of "the chapel.

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It is further seen by this register, that on or about the time of the revocation of the edict of Nantz, when thousands of French protestants sought protection in England, from the persecuting hand of Louis XIV. their sovereign, and the iniquitous confederacy of political superstition; that Liverpool followed the example of most other parts of the kingdom in contributing to the relief of these unhappy sufferers in ample proportion to the number of her inhabitants, of which record the following is the extract, viz.

Liverpool, April 17, 1669. Collected for the relief of the Vandois and French refugees, the sum of forty pounds eighteen shillings and a penny halfpenny, as witness our hands, the ninth day of July 1699.

William Atherton, Rector,
Charles Diggles, } Church Wardens.
Charles Radcliffe. }
Thomas Suddling, Mayor.
James Benn, }
Thomas Johnson, senior, } Aldermen.
Thomas Johnson, junior, }
William Preston. }

The readiness of the inhabitants of Liverpool, to contribute to the relief of the unfortunate appears also in the following extract from the same authority as the above, viz.

August the 11th, 1700.

" Collected for the relief of the captives at " Mauanesse, within this parish, the sum of eighty-five

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" five pounds, fourteen shillings, which sum was " paid to Mr. William Hurst, by order of Sir " Richard Levitte, Lord Mayor of London, Sir " William Ashhurst, and other Commissioners ap- " pointed by his Majesty's Letters Patent."

The church a little before this time must have been rude, ill paved within, and not sufficiently large for the accommodation of the inhabitants; there is an entry in the Vestry-books, in confirmation of this opinion, as appears by the following extract:

" In 1697 an Out-Isle was erected on the north " side of the chapel, in length thirty-four feet, and " a gallery made over with a stair-case, authorized " by Thomas Wainwright, Doctor of Laws, Vicar " General to William Bishop of Chester.

Signed

Hencus, Prescott, Reg. Deputy

Not only the inside of the church about this time was rude and incomplete, but the church-yard was in part open and irregular, for at a vestry held the 22d of April 1690, it was ordered, " that a wall " be built all along the east side of the church-yard, " to keep the church-yard entire."

The old tower had bells, but perhaps by long use, or from other causes, they were rendered unpleasing to the inhabitants, for these records inform, that new ones were cast, and placed in the belfry of

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the said old tower, about the year 1724; which was twenty-one years before the present spire, and additional tower was built; the following extract from the Vestry-book, will best explain their number and value, viz.

" At a vestry held September 15, 1724, it was " ordered, that the church-wardens may send the " old bells by sea, and bring the new ones too by " sea from Bristol, if they think proper, and insure " the value, and that the charge thereof be allowed them, in their account with the parish, and " that the floor upon which the bells hang in the " steeple, being much decayed, the Church Wardens may raise and amend the same, if there shall " be occasion."

" 1725, March 30.

" At a Vestry held this day, being Easter-Tuesday, " according to custom.

" William Atherton, } Church Wardens.
" James Hartley, }

" Mr. Edward Letherlands, } Sidesmen and collec-
" Mr. Edward Losee, } tors of the rectors lay.

" Ordered,

" That whereas the charge of the new bells at this " church amounts to 257l. 1s. over and above the " deduction and allowance made for the old bells*, " which

* These old bells were erected about the year 1628, as appears by the following extract from the town record, viz. " 25th October, 1628. Ordered, that " all the fines be collected towards a ring of bells, and that John Marsh shall " collect the town's fines."

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" which weighed twenty-nine hundred, one quarter,
" and twenty-six pounds, that a lay of eight pence
" in the pound on houses and lands be layd for defray-
" ing the said charge, and other necessary disburse-
" ments for repairs of both churches, for the year
" ensuing, and paying the Rectors."

The weights of the six new bells.

			c.	q.	lb.
Tenor,	—	—	15	1	12
Fifth,	—	—	12	0	10
Fourth,	—	—	9	2	6
Third,	—	—	8	1	20
Second,	—	—	7	0	3
First,	—	—	7	1	5
			59	3	0

About the year 1745, it was in contemplation to erect a new spire, and to give an additional height to the old tower, that thereon a new belfry might be built, which new belfry was to serve as a base for the erection of the said spire, the proceedings therein will best appear by the following extract from the vestry book, viz.

" 11th, September 1745.

" It is ordered by this vestry that a spire shall be
" built on the tower of the parochial chapel of St.
" Nicholas, and that a plan thereof, be in the
" mean time drawn by Mr. Thomas See, and pro-

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" posals for building it, be delivered into the pre-
" sent Church Wardens, Mess. Hugh Ball, and
" Samuel Seel, who are to lay them before the
" next meeting of the vestry."

There is a singularity in an entry which follows, that directs Mr. Thomas Wharton to be one of the overseers of the poor for the year ensuing, and have the usual salary of 30l. but it is still more singular, that at the present day this gratuity, or recompense for the trouble of discharging the office, is greatly increased. Instances of this nature are seen in few parts of England, the discharge of that office being generally attended with expenses on the part of the officiating person, and therefore instead of being solicited, as must be the case in this town, it is in most other places so much avoided, that many persons pay a fine for exculpation.

In this year 1745, the poor's tax was only eight pence in the pound on houses, and ten pence in the pound on lands.

It has been remarked in the second section of this work, that the boundary of the old church-yard was originally on the line of the rising of the second flight of steps eastward, to nearly the basement of the steeple northward, and from various authorities it was proved, that the parapet, or western wall was then close to, and bounding on the River Mersey, and that all the ground from the said rising on the old, or original wall westward, had been made by the river Mersey's deserting its banks; this remark is confirmed by the following entry in the Vestry

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Vestry book, from which it may also be inferred, that at the time the vestry order was made, it was intended to extend the limits of the church-yard near to the river, and consequently the greater part of the road, or passage between the present western parapet of the church-yard, and the said river, has been made since the year 1749.

" 24th July 1749.

" Ordered that the church-yard wall, be immediately carried out to the westward, so far as shall " be thought fitting and convenient, with the leave " of the corporation of Liverpool, for the benefit " of a public burial place for this parish, under the " direction of the church wardens for the time being, and at the expense of the parish."

In the said Vestry book it is voted on 1st April, 1746, that a contract be made with Mess. Sephton and Smith, to complete a spire on the plan drawn by Mr. Thomas See, and voted 11th September 1745. This spire was accordingly compleated in the year 1750, by Mess. Sephton and Smith, on the said plan, the payment of which is entered in the church disbursements 310l. in addition to which they were paid 22l. 1s. for chipping the old tower, and compleating it in the state it now appears, amounting in the whole to 332l. 1s.

These extracts are some small elucidation of the state and progress of this ancient parochial chapel, but having had no regular register, or at least none existing of the transactions thereof, before the year 1682,

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1682, the traces of its antiquity are very limited, and the late repair, or rather rebuilding of the body of the church, has given an entirely new face to what it exhibited in 1680, when a perspective view was taken of it*; in the state therefore in which it now appears, it can only be considered; the inside thereof still retains the venerable remains of ancient dignity, of which it is not entirely dispossessed by modern decorations; it is well pewed, and well lighted by six windows on each side; the galleries supported by short small columns, go entirely round the church cross the chancel, which has an unpleasing effect, and cuts off great part of the altar from the view of the congregation, eight pillars on pedestals support the roof, but neither their columns, capitals, nor pedestals, determine to what order they were originally designed, they lead the spectator to an opinion that they are a *jeu de sprit* of the architect, sporting between the Gothic, Celtic, and Tuscan. There is a good organ, which contrary to the usual custom, is placed in the south west corner of the gallery, instead of the west front; the center of the gallery eastward, exhibits a King's Arms neatly finished, opposite to which is a good clock, the altar is neatly decorated, the decalogue is in two tables well carved and gilt, in compartiments, as are the rest of the usual inscriptions, and the whole may be said to be a handsome and commodious place of worship.

There are not many monuments or antiquities in this church; few of the former have any claim to description, however in the state they appear they will be regularly mentioned, the principal and indeed

* See page 48.

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deed only apparent vestige of antiquity, is the font, which is of marble, the cover, or cap of which is a curious composition in the stile of the ancient crosses, which formerly were known to be placed in many parts of England in commemoration of events prior to those of Edward I. I am inclined to believe this curious workmanship is the model of the cross formerly standing on the site of the present exchange, or of St. Patrick's cross, which formerly was erected in this town, opposite to the Flashes; the opinion is not improbable, the reader however is left to draw his own conclusions on the subject, to which the following inscription may perhaps give some assistance, this inscription has the letters placed on the said font in the manner here under represented, viz.

On the upper fillet of the octagon.

Nostri scandere, nemo potest celum, sed christo marmore fontis.

On one face of the pedestal.

P: ETE.R, L.
VRTING.
Major T. I. T. A. B.
I. B. }
R. H. } C. W.
1644.

On the lower fillet of the octogan.

Sit, Tibi, thit, v. honor esse ovem Christi Renovate.

By the date on this font, it was made fifty-five years

years before the town of Liverpool was a parish independent of Walton, and thirty-eight years before any register, or vestry book was made; therefore neither record nor tradition leads to a discovery, why it was there placed; it is somewhat remarkable that Peter Lvrting is thereon inscribed as mayor in the year 1644, whereas in the town list John Holcroft was mayor that year, and what is more singular the name of Lurting is not seen in the list of mayors until 1663, but the Lurtings are often mentioned as bailiffs before that time, even so high as 1627, and in 1650 Peter Lurting appears as Bailiff for the first time. Perhaps in the year 1644 he might be appointed *locum tenens*, by reason of the death or illness of John Holcroft, be that as it may, if the town register is correct, there is a clear anachronism in the date of the font.

The monuments are few, the principal is that erected on the south east side of the chancel, almost opposite the south aisle, and that has little pretensions either to composition, or execution. On a square sarcophagus is a figure of statuary marble, which appears intended to represent Patience, or Grief, but the sculptor having given no emblem, it can only be described as an inclined figure of a woman resting on an urn or vase, the back ground is the frustrum of a pyramid of grey marble, whereon is placed the family arms, beneath is a pedestal of veined marble which supports the whole, on the dado whereof is the following inscription, viz.

Near this place lieth deposited the mortal part of Elizabeth, daughter of George Leigh, of Oughtrington, in the county of Chester, and relict of William Clayton, Esq. to whom she was

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was married the 7th of Aug. 1690, *and had issue two sons and seven daughters, viz.*

Eleanor, married to Mr. Richard Houghton of this place, merchant.

Ann, married to Banastire Parker, of Cruden in the county of Lancaster, Esq.

Margaret, married to Francis Case of Red-Hasles in the same county, Esq. and

Sarah Clayton, by whom this monument was erected to her memory. The rest died young.

She died after a life well spent in her duty to God, and the care of her family, in the 78 *year of her age, A. D.* 1745.

On the north east side of the chancel, in a plain tablet, on the top whereof is placed a small atchievement, ornamented with folds of drapery, the following inscription informs, that

Elizabeth, relict of
Ald. Baldwin of Wigan,
Interred near this place,
Jan. 24, 1733, *Aged* 84.
Also Sarah, wife of Thomas Baldwin, M. A.
And daughter of
John Waring,
of Liverpool, Esq.
May 22. 1743.

On the left side of this monument is a square tablet, supported by trusses on each side, beneath which, interwoven with palm leaves, is placed an atchievement properly blazoned, whereon is the following inscription, viz.

Near this place lies interred, the bodies of Richard Gardner,

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ner, of Liverpool, Gent. and Elizabeth (daughter of John Waring of Liverpool, Gent.) his wife.

He } *died the* { 6 *April* 1700.
She } { 10 *August* 1721.

Likewise John, Richard, John, Ann, Nicholas, and William, their children.

Also John Waring aforesaid, and Victoria his wife, they both died anno domini 1719.

Also the bodies of Alderman William Webster, and Mary his wife.

He } *died the* { 26 *July* 1740.
She } { 12 *March* 1752.

On the south wall, onward to the west, is a small monument of veined marble crested by an atchievement, beneath which is a tablet, supported by plain trusses, and finished in the base by a compound scroll; on the tablet is the following inscription, almost obliterated by time*.

Here lyeth interred,
The bodies of Thomas Willis, Gent.
Who departed this life,
The 21 *March* 1694,
And of
Martin Willis,
Son of the said Thomas,
Who departed this life
The 28 *November* 1694.
Mors mihi vita est;
More mihi vita nova est.
I live to die, and die to live.

On

* All the monuments in this church have lately been restored.

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On the south wall, near the chancel, is a marble monument, on the tablet whereof is an open pediment, with an atchievement placed in the aperture, properly blazoned, on the sides of the tablet is a festoon of drapery in statuary marble, and beneath, the head of a cherubin, it contains the following inscription, viz.

Near this marble,
Lies the body of Samuel Powell, Esq.
Son of Samuel Powell,
Of Stannage Park,
In the county of Radnor, Esq.
And of Elizabeth, daughter and coheiress
Of the right hon. Thomas Folliott,
Baron of Ballishannon,
In the kingdom of Ireland,
He died April 17,
In the year of our Lord, 1745,
Aged 51.
Also Elizabeth his wife, who died
December 18, 1781.
Aged 81.

On the south east corner of the chancel wall, is a small monument of grey marble, whereon is a swelling sarcophagus, supported by trusses, from whence issues a gilt lambent flame, and beneath is a plain tablet, or dado of statuary marble, which contains the following inscription, viz.

At the foot of the altar, lie the remains of Margaret the widow of Mr. Thomas Hurst, daughter of Nathaniel Smith, Esq. and wife of Captain Francis Green, who departed this life the 18*th day of February* 1745, *in the* 39*th year of her age, and of*

Margaret,

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Margaret, the very affectionate wife of Ralph Peters, Esq. and daughter of Mr. and Mrs. Hurst, who in fervency of devotion to her Maker, and pathetic feelings for her fellow creatures, perhaps few exceeded. She departed this life, the 18th day of January 1764, in the 35th year of her age.

On the south wall, near adjoining, is a plain shield, on which is crested, the atchievement of the family, charged and coloured; on the dexter and sinister sides in chief of the shield, are the heads of cherubins, from whence fall on each side festoons of drapery, at the base is another head of a cherubin, the tablet which these plain ornaments encompass, has the following inscription.

Here lies
The body of
John Cleveland, Esq.
Formerly a Representative in Parliament,
For Liverpool,
Who died 1st August 1716,
In the 55 year of his age.
And of William Cleveland, Esq.
His son,
Representative in Parliament,
For Liverpool,
Who died,
The 25 day of March 1724.
In the 28 year of his age.

On the south wall, westward, is a large monumental shield of veined marble, on the top of which is placed the atchievement of the family, it forms an irregular contrast of drapery, ornamented in chief with a cherubin's head on each side, and beneath is an additional tablet, bordered by a small foliage,

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foliage, and on the large face of the shield is the following inscription, viz.

To the memory
Of William Clayton,
Of Fulwood, in the county
of Lancaster, Esq.
Who being a great encourager
Of trade,
And having good judgment in it,
Represented this Borough,
In six distinct
Parliaments,
He died the 8th of July,
1715.

On the small tablet beneath, is inserted as follows.

Erected
By Elizabeth his relict,
Daughter of George Leigh, of Oughtrington in the
County Palatine of Chester,
Gent.

Near the belfry window is a small marble monument, which exhibits a tablet supported by two boys in the attitude of lamentation, and crested by an antique vase, the whole is small but neat, and prettily designed, and has inscribed on the tablet, the following modest but ample inscription.

William Moss,
Of Liverpool,
Was buried here,
April 12,
1708.
S: B: R.

In the south wall, near the chancel, and over that of Samuel Powell, is a small marble monument

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ment on a black ground, whereon is an antique vase, and beneath an atchievement, it is a neat composition, and informs the spectator, that it is erected

To the memory
Of Samuel Seel, merchant,
Who departed the 23 *March* 1746,
In the 37 *year of his age.*

In the family seat near the reading desk, in brass, is the following inscription viz.

Here lieth the body of
Mrs. Frances Livsey, wife to
Mr. Jonathan Livsey, and daughter
To Alderman Edward Tarlton, who
Departed this life, the third day of
February 1709. *Also his Son,*
Capt. Edward Tarleton, who departed
This life the 26 *day of May*
1732.

On the south wall is an ancient atchievement, or escutcheon, in an antique carved border, that bears first and fourth on a field gules, a cross bottony argent and sable, second and third, a field, Or, the crest a liver, or pelican, proper, holding in his bill a cross potent fitchy, beneath; on the sinister side in a small shield, argent, a cross ingrail'd sable, between four bezants, vert, this arms is seen beneath on the dexter side, in pale with the first, in which family therefore it is plain a marriage was made, and appears to be that of the Claytons, being the same as is on the dexter side of the atchievement of Mrs. Leigh, who by the inscription, married into the family of the Claytons.

On

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On a brass plate, screwed in a seat near the chancel, is the following inscription:

Here lieth the body of Silvester Richmond, Professor of Physick and Chyrurgery, who after near thirty years indefatigable care, and successful Practice in this town, and country, at last exhausted that life, which had been so carefully employ'd, in the preservation of many others: He died the 16th, and was interred the 19th of April 1692.

Against a pillar, at the end of a seat near the chancel, is a small marble testimony.

To the memory of
Ann, the wife of
John Parr, Merchant:
whose body is deposited
near this Pillar;
She died (much lamented) on the
12th day of April 1765,
Aged 25.

On the north wall is a plain monument, containing the following inscription, viz.

Here lies the body of Ralph, the son of Will. Earle,
Obit 28 February 1767,
Ætatis suæ, 11.
Also of Mary, Widow of Thomas Earle
Who died 29 January
1785.
and
Here lie the Remains,
of
William Earle,
Who died on the 28 of April 1788
Aged 67 years.

In the south isle a few yards from the chancel, on a large black stone is a brass plate whereon is engraved the following quaint Epitaph.

An

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An Epitaph on Mr. Thomas Atherstone gent. who departed this life, 23 day of October 1671.*

†*Reader, Stand off, he that too high appears,*
This monument will melt him into tears,
For know, within this hollow vault doth lie
A splendid emblem of Mortalitie
One soe exact, and soe divinely good,
His worth by mortals was not understood.
Wherefore the case is kept within this stone
To shew the jewel is to heaven floun,
Who while he lived, was known no friend to strife
But ever was indulgent to his wife.
Good to his neighbours, and unto his end
A constant lover of his cordial friend,
In heavenly quire, he now is gone to sing
Anthems of praise to his celestial King,
Where Angels do rejoice to sing his worth,
While his great loss is mourned here on earth.

On the same stone, on a small brass plate, is the following inscription.

Here lieth interr'd the body of Ruth Atherstone, Widow and Relict of Thomas Atherstone, late of Liverpool, Gent. who departed this life, Anno Domini 1692, *aged* 61.

Opposite the chancel, under the gallery stairs, is a flat stone, whereon is a small brass table, with the following inscription almost obliterated by time, viz.

Here lieth the body of Ralph Halsall‡, *Alderman of Liverpool,*

* This is probably the depository of Thomas Atherstone, who by the town record, was bailiff with Richard Bushell, in the year 1668.

† This inscription is a valuable piece of antiquity rescued from oblivion, there is perhaps no other church in England can boast the remains of a man, so divinely good, that none of his neighbours could ever discover it, or that brought evidence of his peaceable disposition towards the rest of mankind, be cause he never beat his wife.

‡ The family of Halsall is very ancient in this borough. The town record informs, that one of that name was mayor, the 22d of Elizabeth, and stands

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verpool, who was mayor of this town in the year of our Lord God 1652, *and departed this life* 1677, *in hopes of a joyful resurrection.*

In the south isle, a little to the westward of that of Thomas Atherstone, is a small brass plate on a black stone, which gives the following inscription, viz.

Here lyeth the body of the wife of Robert Fleetwood, who departed this life the 21*st of November* 1682. *Also the body of Robert Fleetwood*, who died* 31*st of December* 1702.

The inscription of Halsall, is the most ancient recorded obiit in the church; but there has been preserved part of a head-stone of much greater antiquity, it is placed the upper end of a pew in the nave of the church eastward, and next adjoining the reading-desk; all the information it conveys, is by two initials, M. B. and a date beneath, 1620; it is not cut in the stone, but relieved from it, and remains in good preservation. The upper end of the next pew eastward, is preserved a small atchievement,

I

distinguished for being the person who held a common hall the 14th of January 1579, which consisted of a mayor, aldermen, and free burgesses, when and where, he imposed a bye-law, which introduced and first confirmed a common-council, of which the following extract from the town record may be proof, viz.

"Forasmuch as upon due consideration of the ancient customs of this town, "it seemeth there ought to be among other things a common-council within the "same of the mayor, aldermen, and twenty-four others, &c. &c." The mayoralty of this Halsall hereby appears to have first introduced a common-council from the burgesses, and made them a part of the legislative body, of which mayor, the above Ralph Halsall is most probably a descendant; but it may not be undeserving notice, that his name is not seen in the list of mayors; Ralph Massam being recorded mayor in the year 1652.

* Robert Fleetwood, was probably a person of some consequence in his day, the town record shews a person of that name to have been bailiff with Richard Windle, in the year 1669, though he does not appear to have been mayor.

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chievement†, neatly cut in stone, and blazoned; it seems very ancient, but of what family is uncertain.

In the church-yard are two inscriptions on flat stones that may not be thought undeserving notice, the one is near the erect dial, recording the death of colonel Robert Broadneux, at the age of one hundred and nine, and relates the following singular anecdote: when he was about eighty-three years of age, having been attacked by a slight indisposition, he appeared to have anticipated his decease, and ordered his own coffin, in which from that period he generally slept, and had it rubbed and polished in common with the houshold furniture, this preparation however could in no manner be said to accelerate his death, for he lived nearly twenty-six years after he had prepared this bed of mortality for his nightly reception.

The other inscription is so greatly favoured by the lower class of people, that whenever a stranger is perceived perusing the inscriptions in the church-yard, he seldom fails to be directed by some person or other, to the perusal of the following lines, cut on a stone, a little distance from the former, the composition is so perfectly singular and romantic, as cannot fail of giving some amusement to the reader.

This town's a corporation, full of crooked streets,
Death is the market place where all men meets.
If life was merchandize, that man could buy,
The rich would always live, the poor would die.

These

† This family arms bears in a field argent, a fess gules, between three lions rampant, guardant, azure.

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These are all the monumental inscriptions contained in the church of St. Nicholas, the few antiquities deserving notice have been already remarked, and so much interesting matter as the parish register could furnish, has been introduced. This church and that of St. Peter, have each a rector, who annually the third Sunday in July, change their churches, the officiating rector of St. Nicholas taking St. Peter, and that of St. Peter taking St. Nicholas; the annual stipend of each of the rectors is 320l. besides the surplice fees.

The following are the successions to the rectory of Liverpool, since the year 1699, when by act of Parliament, the rectors were first established, viz.

Rev. Robert Sith, and Rev. Henry Atherstone,			June 24, 1699
Rev. Henry Richmond,	*vice*	Henry Atherstone,	1700
Rev. Thomas Bell,	*vice*	Robert Sith,	1719
Rev. Thomas Baldwin,	*vice*	Henry Richmond,	July 1721
Rev. John Stanley,	*vice*	Thomas Bell,	Nov. 1725
Rev. Robert Brereton,	*vice*	John Stanley,	Sept. or Oct. 1750
Rev. Henry Wolstenholme,	*vice*	Thomas Baldwin,	1752
Rev. Thomas Maddock,	*vice*	Henry Wolstenholme,	Dec. 20, 1771
Rev. Thomas Dannett,	*vice*	Thomas Maddock,	March 12, 1783
Rev. George Hodson,	*vice*	Robert Brereton,	Nov. 7, 1784
Rev. Samuel Renshaw,	*vice*	George Hodson,	March 8, 1794

St. Peter's Church.

This is the new church, granted by king William in the year 1699, when the town of Liverpool was made a distinct parish from Walton, to which a rector was appointed, with the same privileges in common with the parochial chapel, or rather mother church; it was erected by assessment, according to the tenor of the act, and consecrated in 1704; the body of the church externally is plain, and well built, but void of any regular order of architecture,

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some little attempts at embellishment in the battlements excepted; the tower is square, the steeple a regular octagon, and has a pleasing simplicity in design. Seven angles of the polygon have each a sort of pinnacle, representing a candlestick, on each of which is a gilt vane, intended to represent a flame, but has more the appearance of the extended fingers of a man's hand, they were perhaps erected in allusion to the seven golden candlesticks, mentioned in Revelations, but the effect is lost, the eye not being able to trace the design; the mutilated pedestal of the remaining angle has a very aukward and unpleasing effect, the propriety of erecting these candlesticks would have been better preserved had the steeple been a heptagon; the church within is well pewed, and there are two handsome gilt chandeliers, suspended from the ceiling, the galleries are supported by square tall oak pedestals, the sides whereof towards the nave of the church are richly carved and well executed, upon these are small slender columns which support the roof, and have some affinity to the doric order, but the cornice or cap, has an offensive projection, perhaps it was so intended, for the purpose of supporting and springing a sort of arcade, which forms the front of the galleries, over which are intersecting circles, on the center of each whereof is a gilt ornament, which has a pleasing effect. The altar is a most capital piece of carving in brown oak, consisting of grapes, flowers, and foliage; in the center of the pediment as a crest, is a bird, which by the emblems, is supposed to represent a pelican, but instead of a webbed bill, it has that of an eagle, or vulture; all the carvings of this church do great honour to the artist, and perhaps is not exceeded by that of any public

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public building in England, the altar of St. James's, Westminster, excepted; the chancel is well lighted by a large Venetian window, at the front of the west galleries is a handsome dial glazed, which shews the day of the month, over this is a king's arms, most elegantly finished, the whole is terminated by a large handsome organ, on each side of which is a gallery for the children belonging to the Blue Coat Hospital, this church has a most elegant and magnificent internal appearance.

There are few traces of antiquity in this church, the principal is the font of white marble, whereon is cut the following inscription, "the gift of Robert "Heysham, Esq. 1702*, and on the top of the cap or cover, on a square blocking, beneath a gilt British crown, are the letters A. R. the initials of Anna Regina.

On the top of a seat on the right hand of the nave, coming from the font, in an oval, are the following words, relieved in gold letters on a blue ground, viz.

†*T. Coone.*
J. Seasbrick.
Jona. Livesey.
H. Chorley.
1704.

On the upper end of a seat immediately opposite, in a similar manner, are exhibited the words, "the "overseers' seat, 1705."

On

* Two years before the church was consecrated.

† These were probably overseers, or church-wardens, at consecration of the church. T. Coone, was bailiff in 1706, and mayor in 1713. H. Chorley was bailiff in 1707, and Seasbrick was mayor in 1723.

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On a south pillar is placed a small atchievement blazoned, immediately opposite against a north pillar, carved in wood or stone, is a shield, containing an ingrailed cross, beneath a viscount's coronet, from whence it may be inferred that some viscount is either deposited near the spot, or that it is intended in memory of some person of that order of nobility, but of whom no traces can be discovered.

There are only two monuments in this church, the one is to the memory of Foster Cunliffe, Esq. erected on the south side of the chancel near the altar, the basement of this monument has nothing to attract notice, but a confused heap of stone, perhaps intended to represent a sea, whereon floats a sort of sarcophagus or cenotaph, on which is placed a large vase, or urn, of Sienna marble, the back ground of which is dove coloured Derbyshire stone, at each end of the sarcophagus, in statuary marble, is the figure of a boy, the one represents the genius of commerce, the other of navigation, that of commerce, has in his right hand a cornucopia, and in his left a caduceus, the one the emblem of plenty, the other of celebrity and expedition, the genius of navigation leans on a hemisphere, or demy globe, projecting from the back ground, in his right hand he sustains a rudder, and his left seems tracing the protraction of a ship's course; beneath is suspended an anchor, alluding to navigation and hope, which is ever attendant on sea-voyages, above all is a large festoon, over which is placed a medallion of Mr. Cunliffe, the whole of this monument is more to be commended for composition than execution, though

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though neither of them reflect great merit on the statuary.

In the midst of the rusticated mass of stone, which composes the basement, on a large tablet of statuary marble, is the following inscription:

To the memory of
Foster Cunliffe of Liverpool, Son of Ellis Cunliffe, B. D.
A merchant,
Whose sagacity, honesty, and diligence,
Procured wealth and credit to himself, and his country,
A magistrate
Who administred justice
With discernment, candour, and impartiality,
A Christian
Devout and exemplary,
In the exercise of every private and public duty.
Friend to mercy,
Patron to distress,
An enemy only to vice and sloth,
He lived esteemed by all who knew him,
Though few have been so extensively known,
And died lamented by the wise and good,
In the 73 year of his age,
11th April 1758.

At the east end of the church, facing the north isle, is lately erected a neat monument, consisting of a small entablature over which is placed the family arms supporting a vase, or urn, decorated with folds of drapery, the whole is of statuary, and is prettily relieved, by a lining, or back ground, of broccatelli marble, on the dado, or tablet, of the basement, is the following inscription.

Sacred
To the memory of
William Lawley, Esq. of Staffordshire,
In his military capacity as major of the 3d Regiment of
Light

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Light Dragoons, his country experienced what great abilities, with a virtuous heart, are capable of performing; he served under his Royal Highness the Duke of Cumberland, in the rebellion in the year 1745, and distinguished himself in the Germanic war, in the year 1758, he finished the career of an active life of 78 years, on the 29th day of September 1791.

Reader,

To the character of a soldier, he united that of the man, Honest, brave, generous, humane, liberal:
He was a kind master, a benevolent friend and an excellent companion,
Actuated by gratitude to his memory, this monument is erected by his nephew William Lolley of this town.

The grave-stones in this church-yard, and in that of St. Nicholas were formerly erect; by an order of vestry, they were afterwards laid flat, for the convenience of passengers, but in both cemeteries they are not only rendered incommodious, but in many instances a great nuisance, they are all irregular, some sunken, some rising, some broken and loose, insomuch, that without great care, there is great danger of tumbling over them.

St. George's Church

Is a modern building, situate in Derby-square, on the spot where the old castle formerly stood, it was completely finished and consecrated in 1734, it is on the whole a most elegant composition; the body of the church is one complete range of the Doric order, the frize of the entablature light and pleasing, whereon rises an attic wall, ornamented with vases, the windows being designed to give light to the galleries, as well as to the aisles, are thereby too large, and disproportioned to the rest of the building, on each side of the church is an elegant

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gant terrace, supported by six rustic arches, under which is a convenient recess for the accommodation of the venders of butter, and other commodities on market days, at each end of this arcade is an octangular building, that on the west end is an office for the clerk of the market, where is a bell, used as a fire bell, which the office-keeper always rings on the first information of such calamity, whereby the inhabitants are speedily alarmed, and prepared to render immediate assistance; the other building to the east is the watch, lamp, and scavengers office; beneath the church is a spacious catacomb, wherein are interred some of the principal families of the town.

The steeple is finely constructed, the tower, or basement is square, and consists of three heights of different orders, the first has the Doric, the second Ionic, and the third the Corinthian; between the pilasters of this last order is placed a handsome clock, the four fronts of this last height exhibit the same appearance, from these pilasters and their cornices rises an octangular tower of the composite order, between the pilasters of which on each face of the octagon, are the imperfect remains of the paintings of eight saints; this church has been lately repaired and beautified, the paintings have not been restored, nor could they have long withstood the attacks of time and weather had it been effected.

This church is distinguished as the corporation church, where the mayor, aldermen, and common-council usually attend divine service, and to which also resort the principal inhabitants; this church is compleated

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compleated in the most elegant stile of any in Liverpool, the pews below, the galleries, pulpit, &c. are all handsomely finished in fine black Jamaica mahogany; eight fluted Corinthian columns rise from the basement to the roof of the church, whereon the galleries are made to rest, their pedestals, instead of having the proportion and form, which the order requires, are plain blocks of stone, whereon is placed the plynth, or lower member, which supports the column; with these substituted pedestals, the pews are made regularly to range, whereby that dignity and relief, which would have been given to the whole composition, did the cornice and part of the dado of a regular pedestal appear above the pews is totally destroyed; a rich entablature rises to the roof, the members of the architrave are neatly carved, the frize richly ornamented, and the dentrils and compartiments of the cornice are heightened by elegant embellishments, the cieling has four rich ornaments in stucco, white and gold, which discover more the luxuriancy of fancy than propriety of composition, from two of which are suspended handsome gilt chandeliers, and from a third the sounding board of the pulpit, a capital organ, and contingent galleries complete the west end; these galleries are supported by mahogany fluted columns, with which the whole orchestre, or loft, is finished, a broad handsome cornice decorated by large water leaves, goes round the whole church; the chancel is well finished, six fluted Corinthian pilasters, the capitals and bases of which are gilt, embellish the altar; on each side, or rather angle thereof, is a large and elegantly carved mahogany shield, crested by a Liver, on the tablet whereof is a rich gilt star, or glory, from whence

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whence a gilt dove appears to issue, emblamatical of the descent of the Holy Ghost; on the ceiling of the chancel is a magnificent gilt star, of twelve rays in stucco, white and gold. There are no monuments nor inscriptions in this church, but there is an antique font of statuary marble fluted, which shews the faces of four cherubins, this bason, or font, is supported by a short antique wreathed column, with an Ionic capital, but no inscription to gratify the curiosity of the antiquary.

The succession of the Chaplains of St. George's, since its consecration in 1734, is as follows, viz.

Rev. Henry Wolstenholme,	Aug. 1, 1734
Rev. Thomas Maddock,	1752
Rev. Thomas Fishwick,	Dec. 20, 1771
Rev. George Hodson,	Feb. 1780
Rev. Samuel Renshaw,	Nov. 1784
Rev. Robert Hankinson Roughsedge,	June 1794

The salary of the chaplain of St. George, was originally 50l. but on the appointment of an assistant lecturer, made 60l. it was progressively advanced 'till it amounted to 110l. which both chaplain and lecturer enjoyed for some years; by a subsequent order of council 120l. each was made the annual stipend; a vacancy in the lectureship soon after the last augmentation, occasioned the chaplain's salary to be fixed at 140l. and that of the lecturer at 100l. it continued so till the next voidance, when the 240l. was voted to be equally divided between the chaplain and the lecturer; in the year 1784, the salaries were augmented to two hundred guineas each, at which it now remains.

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St. Thomas's Church.

This church is situate on the south side of the Old Dock, it was consecrated in 1750, there is an easy elegant simplicity in the whole external of this church from whatever point of view it is seen; but like most other public erections it is so confined and encumbered by surrounding houses, that the body of the building is almost obscured; the steeple is remarkably well proportioned, the whole was formerly two hundred and sixteen feet from the basement, of which the spire measured the greater part, but having suffered by a hurricane some years since, it has been restored on a reduced scale, the pedestal, or square part of the tower, which supports it, is decorated by windows somewhat in the Grecian stile, with two couplets of Corinthian columns, and an attic ballustrade, at each angle whereoff is placed a Gothic pinnacle, which throws an aukward mixture of composition on the whole; the body of the church has a rustic base, and two rows of windows, between which are Ionic pilasters, and above them a cornice and ballustrade, terminated with a variety of vases; the east end of the church has an octagonal projection, which forms the chancel, in the center whereof is a large Venetian window.

This church within is well lighted, and exhibits a plain elegant simplicity, totally devoid of those crouded, and ill-disposed ornaments, which are seen in many structures of this class, the ground-floor is well pewed, the galleries are brown oak, supported by eight square plain pedestals, on which are as many Corinthian columns, upon these is a light entablature, supporting the roof of the church, the

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the frize entirely plain, the cornice decorated by only plain dentrils, the whole most conveniently disposed for the accommodation of the congregation, a handsome chandelier is suspended in the centre, with Corinthian fluted and gilt pilasters, between which are the usual inscriptions, the decalogue in the centre has a neat pediment supported by fluted Corinthian columns; the organ is very handsome and well disposed, and in the face of the orchestre is a gilt King's Arms, the gallery below is faced with a handsome clock, which united have a very pleasing effect. This church on the whole is a cheerful receptacle for devotion, but exhibits no monuments.

The succession of the chaplains of St. Thomas is as follows, viz.

Rev. William Martin,	1750
Rev. John Liver,	1772
Rev. Samuel Renshaw,	1777
Rev. Robert Hankinson Roughsedge,	1780
Rev. Frodsham Hodson,	1794

In 1777, when an assistant lecturer was appointed, he and the chaplain had each 80l. per annum. In the year 1784, the chaplains salary was augmented to 120l. per annum.

St. Paul's Church.

This church is situate on the north end of the town, was built at the expense of the inhabitants, and consecrated in 1769; this structure, by reason of its confined situation, loses every pleasing effect which might have been expected from it, had its external

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external appearance been deserving attention; there is no street or avenue by which it may be seen to advantage, the observer suddenly drops upon it, and finds himself immurred in a little inclosure fifty yards by sixty-four, which forms an area of no more than three thousand two hundred square yards, it is with difficulty the eye can be placed at sufficient distance to see the top of the cross of the cupola—to maintain a perspective, impossible; yet at the building of this church, the lands were entirely open to the north, and had the fabric been fixed a few yards more in that direction it would have greatly relieved the heaviness of the composition, and at the same time had Virginia-street been widened to Old Hall-street, and from thence through Barton's Wint, quite down to the river, near the present Baths, it would have thrown it open in two directions, north and west, enlarged the area, and have formed an agreeable vista.

There is an attempt at majesty and splendour in this building, but the scale of elevation seems greatly disproportioned to the plan, a confused heap of stone of gigantic dimensions is crouded together in one small spot, the portico on the west side has an appearance of dignity, and is the beſt part of the external composition, the order is Ionic, the projection of the pediment produces a pleasing recess on the body of the building, and is some little relief to the four heavy columns which support it; the south and north fronts have each a pediment upheld by similar enormous columns, which not being relieved from the main body of the building, has a heavy unmeaning effect; at each of these fronts, a handsome

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handsome flight of steps lead to the several entrances; the main external body of the building is one Ionic order, placed on a low rustic basement, on the top is a range of ballustrade, whereon are placed at intervals some well finished plain vases, in the centre, upon an octangular base rises a dome, or cupola, on which is a lanthorn, terminated with a large ball and cross; the architect appears to have had in view the construction of St. Pauls in London. The whole is enclosed by a dwarf wall, and cast iron ballustrades, three handsome gates lead to each entrance of the church, through a small paved area, or court, the whole of this enclosure is light, elegant, and deserving a better situation.

The inside of this church is a positive satire on all order and design, it is neither calculated to hear nor to see, the immense masses of stone which rise in the shape of columns, are so thick and abundant, that one half the congregation is concealed from the other, while the clergyman is seen by few, the dome is gloomy, heavy, and unmeaning, the voice of the reader was originally so lost and unintelligible by reason of the lowness of the aperture of the cupola, which like a vortex swallowed all sound; that several attempts have been made to remedy the defect, and finally a something is extended over the concavity, so extremely offensive, as to entirely disgust the eye of the observer, eight little circular windows, which reflect a borrowed light from eight corresponding ones in the principal dome, aggravate an appearance already too dreary and monastic, and give the spectator a perfect

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fect idea of a compleat mausoleum, nor has this puerile nothingness removed the evil, for it is with great difficulty any part of the service can be understood by those who are placed even a very small distance from the minister.

Eight enormous piles of stone, hewn into Ionic order support the dome, in addition to which two more are placed to the eastward, to conceal as much as possible the chancel from the congregation, these not only add to the gloomy horrors of the spot, but have a chilled and damp effect on the whole auditory, the galleries are neatly constructed, and appear intended to form a sort of octagon, for which purpose eight enormous notches, by way of recesses are made to receive the columns which convey a dark offensive obstruction to that uniform connexion, which could otherwise have been preserved; the ground floor has open pews common to all, the altar an oval niche plain and neat, the pulpit is moveable, but no situation can make the sound of the voice distinct; upon the whole, this building cannot so properly be called an erection, as a hewn quarry of stone above ground, and the architect appears to deserve the same epitaph, the wits of the last age gave Sir John Vanburgh.

"*Lie heavy earth on him, for he*
"*Has laid a heavy load on thee.*"

The succession of the ministers of St. Paul's, since its consecration in 1668, is as follows, viz.

Rev. John Henderson, Rev. James Hogarth,			appointed July 6, 1768
Rev. William Hunter,	*vice*	James Hogarth,	June 1769
Rev. Henry Barton,	*vice*	John Henderson,	Sept. 1779

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St. Ann's.

This church is situate on the north end of St. Ann's-street, Richmond, it was built about the year 1770, at the sole charge of two private gentlemen, but contrary to the usual order of churches, has the altar to the south, and the steeple to the north, it is a small neat structure, but has nothing externally to recommend it to notice, it is built of brick and stone, the main entrance is at the south from St. Ann's-street, which presents a sort of facade or screen, in which is a door placed on each side the window of the altar, over which are three windows, the whole terminated by a plain pediment, on each extremity whereof, on a short attic basement, are placed two small carved pyramids; at the north end is a plain brick tower, on each angle of which is a small pyramid, the body of the church has five windows in the basement, and five in the attic, they all finish with eliptic arches, which produce an aukward attempt at Gothic composition. The inside of this church compensates for the simplicity of its outward appearance, being decently plain and elegant; it is well pewed in two aisles, the galleries are supported on each side by four slender iron columns, which finish at the roof with an arcade of four divisions of the same columns; the north gallery is uncommonly deep and elevated to the height of thirteen rows, there is also another gallery to the south, over the chancel, in the face of which is a clock, there is no organ, nor any accompanyment, the altar ornaments are neat, and the window is of painted glass, which has some claim to merit, it is well congregated, and is upon the whole a warm, neat, desirable, and convenient place of worship.

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There are no monuments in this church.

Succession of the ministers of St. Ann's, since the consecration in 1772.

Rev. Claudius Crigan,	Oct. 25, 1772
Rev. John Smyth,	about June, 1784
Rev. Mr. Percival,	about April, 1792
Rev. Mr. Housemen,	Sept. 1792

The first minister of St. Ann's church had a parliamentary provision of only 70l. per annum, which was afterwards augmented by a voluntary subscription among the seat holders.

St. John's.

This church was built about the year 1783, it is situate near the Hay-market, on the spot formerly called the Great Heath, which in the year 1768, was intended for a public burial ground; the principal tower is square, and consists of five compartments, on the top of which, on each front, are placed four pyramids, in the lower division is the principal door, with a plain arched frontispiece, receding from this tower on each side, appears the west end of the main building, which has each one door, over which is an eliptic window of three divisions, on which is an attic demi balustrade, whereon appears two pyramids and a large vase; the north and south fronts of this church have each five windows in the basement, and five in the attic, between each of these windows rises a sort of pilaster supporting a pedestal, on each of which is placed a pyramid with a sort of carving or rustication, intended by way of ornament; between these pyramids,

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pyramids, and over each window, rising on high plynths, are large vases, a square projection forming the recess of the altar is at the east end, decorated also with pyramids and vases; the number of these ornaments is very uncommon, there are forty pyramids and eighteen vases distributed on the attic of this building.

Had some of the expense of this external heavy mass of matter been bestowed on the inside of the church, it might have contained something deserving description; in its present state it is perfectly plain and devoid of ornament, except of stucco on the cieling in three circular compartments, the gallery is supported on each side by four iron pillars; at the western extremity of the church (where an organ is usually placed) is a dial, the chancel and altar are modestly neat, the pews are of that sort below which may be called open benches with railed backs, and intended for the reception of all degrees of people; the galleries have enclosed pews which are rented, the inside of this church upon the whole is perfectly plain, and has nothing to recommend it to the notice of either Inhabitant or Stranger.

There are no monuments erected in this church.

Succession of ministers to this church since the consecration in 1784.

Rev. Henry Dannett,		Nov. 1784
Rev. Richard Formby,		
Rev. Richard Latham,	*vice* Richard Formby,	Dec. 1792

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St. Catharine's.

This was originally a dissenting chapel, and in the year 1792 repaired, and applied to the established church; it is situate at the bottom of Temple-court, the building is a regular octagon, the principal entrance is by a rusticated arcade of three arches, whereon rises a small attic front, terminated by a pediment, supported by four Doric pilasters; this church is perfectly well lighted, a large star in stucco is on the centre of the roof, the pews are neatly lined with green, there is a good organ at the west end, and on the face of the gallery a good dial; the gallery is supported by, and forms a regular arcade round the church, by means of slender iron columns which support the whole; it has no nave, the avenues to the pews being only by two aisles; the chancel, or rather altar, is intended more for convenience than ornament, being formed by a small recess made on the east side of the octagon, and has no other light than what is produced by a small window or sky-light.

Ministers of this church are:

Rev. Mr. Milner,
Rev. Thomas Bold, } Nov. 16, 1792

The salary of each is 120l. per annum.

Trinity Church.

Trinity church, is situate on the east side of St. Ann's-street, Richmond, and was consecrated and opened

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opened in 1792; it is a stone building, has a square tower to the west, with vases at each angle, on the top of which is a sort of octagonal belfry, four sides of which have plain faces, the other four are curvilinear, forming a sort of figure to which geometry appears to want a name, and has a heavy clumsey appearance; on each angle of this irregular something, is placed a vase, which finishes the external of the principal tower; the north and south fronts have each five windows on the basement, and five on the attic, with circular heads; but so cut and divided by a sort of trantum frame of six thick pieces of wood, as to dazzle the sight, and render the rays of light so refracted as to have a disagreeable effect on the eye of the congregation, and still more so to an outward spectator, the whole basement is rusticated; on the top is an attic demi ballustrade with plain interstices, whereon are placed six vases, it appears to be builders architecture, and has nothing externally to recommend the taste of the composition, the whole is surrounded with a dwarf wall and wooden gates.

The inside of this church has some pretensions to notice, being neat, well finished, and prettily designed; the cieling is in stucco in three compartiments, which has a light and pleasing effect, nor does the transums on the windows, and aukward collection of timber which compose the frames, produce so much obscurity and disgustful appearance as the outside seems to indicate, the galleries are supported by four iron pillars, and on the face of the west front is a dial; the western extremity has a neat small organ, the chancel is neat, and the altar plain,

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plain, handsome, and convenient, the whole is neatly painted, the pews are lined with green serge and baize.

There are no monuments in this chapel.

Rev. Richard Formby, minister, Oct. 21, 1792

Salary of the minister 230l. per annum.

St. Stephen's.

This chapel, situate in Byrom-street, was formerly an anabaptist-meeting, but about the year 1792, repaired, and applied to the established church, a small octagonal tower and belfry is now added to the building, it has been well repaired, well pewed, and in all respects rendered very commodious, the chancel and altar are finished with a consistent propriety, there is a handsome organ, and a convenient gallery for the reception of retained singers, this church may be placed in competition with any in the town in proportion to its size.

Rev. John Smith, minister, 1792

The Salary of the minister of this chapel is 120l. per annum.

St. James's.

This church is situate at the south end of the town adjoining Toxteth-Park, enclosed in a large cemetry, it is a plain brick building, with a square tower, was consecrated about the year 1775, it has nothing to recommend it but neatness, the gallery is supported

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supported by seven small iron columns, the chancel is small, the altar has a plain Venetian window, the decalogue, and other usual inscriptions are in four tables, ornamented with a light painted festoon, extended through the whole, and at the roof is a large gilt star; over the altar, contrary to usual custom is placed the organ, which is small but handsome, and on the face of the west gallery is a good dial, the whole is neat, well painted and well pewed, but shews no monuments.

The first minister of this church,

Rev. Peter Massey,	June 4, 1775
Rev. William Wise,	May 1781

St. Mary's Chapel.

This chapel is situate in Harrington-street, has nothing outwardly to recommed it to notice, it is a plain decent chapel, has a flight of stairs to the galleries from the principal entrance, these galleries are supported by seven slender iron columns, the whole is well lighted by large windows with circular heads, three small compositions in plaister, ornament the cieling, there is a good organ over the west gallery, and on the face thereof underneath, is a small King's Arms, there is no chancel, a flat neat altar is all that is seen, with a few external ornaments, and a picture of the ascension in oil, placed in a circle, which appears to have been the performance of a capital master.

Besides these churches, there are several sectaries, or dissenting chapels; of the presbyters, one in Paradise-street, one in Benn's Gardens, and one in Renshaw-

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Renshaw-street, they are all well finished, and well adapted to their intended purposes, but have no claim to particular notice, that of Paradise-street excepted, which is a handsome modern building, and does great credit to that part of the community to which it belongs, of which the reader may form some idea from the following description.

PARADISE-STREET CHAPEL.

This is as neat and elegant a composition as any in the town, plain but pleasing, and has dignity with simplicity, it is a regular octagon, open at one of the sides, which projecting, forms the vestibule to the principal entrance, which consists of a handsome door, with two small Ionic pilasters supporting a plain pediment, on each side whereof is an arched window, over which are also three large arched windows divided by four lofty semi-columns of the composite order, without pedestals, these support a plain entablature, which forms the base of a pretty pediment, in the centre whereof is an oval aperture decorated with festoons, the whole terminated by three handsome vases, each side of the octagon exhibits two windows; an attic balustrade runs round the whole, ornamented with vases at each angle, on the centre is a large octagon lantern with small vases at each angle, terminated at the apex with an elegant vase richly gilt, a handsome iron gate and railing encloses a small neat area, which gives an additional ornament to the building.

At the back of the chapel are two attached buildings, connected by a small colonade, which are applied to the use of a Charity School, lately established

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blished by the dissenters of this division, the right wing is appropriated to the girls, the left wing to the boys, they are both taught the necessary requisites for people in common life, by a master and mistress, who have decent salaries, and good convenient apartments, the school-rooms are well disposed for the purpose.

The inside of this chapel is extremely well lighted, and in all respects graceful and commodious, at the main entrance from Paradise-street, is a large vestibule which leads to the gallery by two handsome flights of steps, and by a small door is the sacristry, which immediately communicates with the pulpit, without the minister being obliged to go through the church; on entering this chapel you pass to the seats by an octagonal passage that conveniently leads to all the seats below, which are numerous, well lined and ornamented, the pulpit is supported by four columns, and very handsomely veneered with a beautiful West-India wood, beneath this is the communion-table, behind the pulpit is the appearance of a large glass window that may be convenient to the vestry it incloses, but is an abatement to the elegancy of the whole composition, the galleries are supported by eight small columns, one at each angle of the polygon, and on the face thereof, beneath the gallery, and between each window, are large handsome trusses, which relieve the flat vacancy that would otherwise have appeared on the naked divisions between the windows. The cieling is elegantly decorated in stucco by eight circular ornaments of white leaves, &c. on a dark blue ground, in the centre of these eight ornaments, is placed a sort of octagon, or figure of eight points, formed by

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by eccentric circles, and richly embellished, the fronts of the galleries are richly inlaid and veneered with beautiful woods, the whole is most elegantly finished, and does great honour to the community to which it belongs.

There is one monument in this chapel, placed on the north side under the gallery, it consists of a small neat square marble, whereon is a vase, embellished with the arms of the deceased person, to whose memory this small erection is dedicated.

On the tablet, or rather square piece of marble, fixed to the wall, is the following inscription, viz.

To the memory of Joseph Brooks, Esq. who died the 12th of February 1788, in the eighty-second year of his age, endowed by nature with an excellent understanding, and favoured by Providence with an ample fortune, he declined the gratifications of luxury, and the pursuits of ambition, and employed his time and talents in active exertions for the welfare of the town of Liverpool, particularly to the relief and comfort of the poor.

His surviving relatives placed this monument here, as a testimony of their respect to his character, the gratitude of those who experienced his charities will give him more honourable praise.

In addition to the buildings already described of the established church, are three Roman catholic chapels, one in Lumber-street, one in Sir Thomas's Buildings, and a third in Seel-street, there are also two methodist chapels, one in Pitt-street, applied to the use of a Benevolent Society, another is lately built on Martindale Hill; in Byrom-street is a handsome chapel newly erected and well finished for anabaptists;

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baptists; there is a quaker's meeting in Hunter-street, and a newly erected Calvenist chapel in Oldahm-street, top of Renshaw-street; Pitt-street has a Jew Synagogue, and in Bridgewater-street, will soon be built a chapel for divine service in the Welch language; a protestant chapel called St. Matthew's Church, is repairing in Key-street, which was formerly a dissenting meesing house.

A quakers meeting was formerly the west side of Hackin's Hay, and a methodist meeting near the top of Pitt-street, on the right-hand.

SECTION

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SECTION VII.

Public Buildings, Erected by Charitable Contributions.

THE benevolent intention of the Liverpool charities have more claim to notice, than the different edifices which are applied to their use, they are not however undeserving description, and will therefore have a place in this history, together with an account of their several institutions, and the successful progress of their different establishments.

THE PUBLIC INFIRMARY.

This building is situate on a healthy, open, and pleasant spot, the top of Shaw's Brow, it is a neat brick building, ornamented with stone; it consists of three stories, with large wards for the reception of patients, and other necessary apartments; this building, by means of handsome colonades, connects with two large wings, inclosing a spacious area, by means of an elegant iron gate and railing, with which they unite; on the top of the building is a large well finished turret, and in the middle of the pediment a good clock; a large useful garden walled round, and kept in good order, supplies the patients with esculent and physical plants; the whole fabric has some pretensions to external magnificence, extending

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extending in front about one hundred and twenty yards, and in depth, one hundred and ninety, inclosing about twenty-two thousand eight hundred square yards.

The design of this infirmary was first formed in the year 1745, when a subscription was opened by the principal inhabitants of Liverpool, and some neighbouring gentlemen, for erecting a building for the purpose, and a well situated field was given by the corporation for nine hundred and ninety-nine years; the building was compleated the latter end of the year 1748, and on the 15th March 1749, the house was opened for the admission of patients; the first president was the Earl of Derby; the in-patients were one hundred and twenty-two, the out-patients seventy-two, and the expeness for the first year were five hundred nineteen pounds, fifteen shillings and three pence halfpenny.

This establishment not only extends to all proper objects in the town of Liverpool, but to all manner of persons whom sickness or misfortune may lead to apply for assistance, provided their cases be such as come within the nature and meaning of the institution, and are recommended by a subscriber, it contains about two hundred beds, and receives about fifteen hundred patients yearly, in addition to which a great number of out-patients are constantly relieved; it continues to be supported by an annual subscription of the inhabitants of the town and neighbourhood, subscribers of two guineas, recommend patients.

SEAMAN'S

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SEAMAN'S HOSPITAL.

This hospital forms part of the external appearance of the infirmary, the two wings whereof are built and applied to this purpose; the charity is intended for the maintenance of decayed seamen of the port of Liverpool, their wives and children; it is principally supported by the monthly allowance of six pence, which every seaman sailing from the port, is by act of parliament to pay out of his wages.

The design for this hospital was first formed in the year 1747, but not carried into execution until five years afterwards, when the commissioners thereof agreed with the trustees of the infirmary for the ground lying on the north side, on a lease of nine hundred and ninety-nine years, at the yearly rent of twenty pounds, and built the present premises at the expense of about fifteen hundred pounds: this hospital is attached to the infirmary by a handsome colonade, whereby the two charities are united, and together compose a handsome building, which cannot fail to attract the notice of the traveller on his entrance into the town.

BLUE-COAT HOSPITAL.

This Hospital is situate on the south side of St. Peter's church-yard, is in an airy good spot, it made its first appearance in the year 1709, under the name of a charity school, for providing forty boys and ten girls, with cloaths and learning; it was then a small building erected by benefactions, and now part of the present Free School, in the year 1714, Bryan Blundell, Esq. was chosen trustee, who subscribed

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ed 200l. towards the charity, became a great encourager of the undertaking, and promoted a subscription for erecting a building on a more extensive plan, that the children might live together, and in addition to education and cloathing, be furnished with all kinds of necessaries; towards which, he built at his own expense sundry apartments on the south side of the school, which cost him more than 500l. his example was soon followed by many others, a subscription of 2000l. was soon filled up, whereby the scheme was completely executed in the year 1726, at which time the number of children was increased to sixty.

Several benefactions and legacies followed this period, which enabled the trustees in the year 1734, to provide the children with cloaths, learning, lodging, and provision, this increased the expenses of the school to 350l. per annum; in the year 1741, the number of children was increased to seventy, in this year fifty trustees and two auditors were appointed by decree in chancery, to annually adjust and to inspect the affairs of the charity, who are chosen the Monday after Christmas day. About this time the charity was enlarged by Mrs. Clayton, and Foster Cunliffe, Esq. who each left it a legacy of 1000l. and in the year 1748, the number of children was one hundred, and the annual expenses nearly 700l. but notwithstanding these expenses, the capital enabled the trustees to put out 5000l. on the corporarion security.

The house is large and handsome, composed of brick, ornamented with stone, enclosed with an iron gate and railing, which unites with two large and

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and deep wings, the whole forming a spacious area, which leads to the principal front, in the pediment of which is a good clock; on the entrance is a hall, or vestibule, and a large stair-case, leading to a convenient room, used as a chapel, and sometimes for other purposes; the apartments in general are numerous, convenient, and well designed, behind the buildings is a large commodious yard.

There are in this school, seventy-nine orphan children, one hundred forty-three fatherless children, and fifty-eight, whose parents are in indigent circumstances, making in the whole, two hundred and eighty, of which number two hundred and thirty are boys, and the remaining fifty are girls; they are completely cloathed, lodged, and dieted, the boys are taught reading, writing, and arithmetic, and those intended for sea, are instructed in navigation; the girls are taught reading, writing, sewing, spinning, knitting, and houswifry; all the children are at school one half the day, and work the other half, the boys are principally employed in making pins; children are admitted into this hospital at eight years of age, and put out apprentices at fourteen; fifty trussees are appointed to this charity, twelve of whom make a board; they meet every quarter, viz. the first Monday after Lady-day, Midsummer-day, Michaelmas-day, and Christmas-day.

The expenses of this hospital in the year 1793, was 1871l. 4s. 10d. to defray which it receives a certain annual income for rent of 214l. 15s. it is also benefited 561l. by interest on money, there are also two hundred and thirty-one subscribers, whose annual contributions are 429l. 5s. 6d. these together

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ther amounts to 1205l. 0s. 6d. whereby a deficiency appears of 666l. 4s. 4d. but such deficiency was in that year amply supplied by benefactions, spontaneous contributions, &c. and such is the solicitude of the people of Liverpool to the support of the establishment, that impediments are seldom made to the progress of the institution, by reason of any defalcations in the annual revenue.

THE POOR, OR WORKHOUSE.

The first erection for this purpose in Liverpool was in College-lane, the corner next Hanover-street, which proving too small for the reception of the increasing poor, a new one has been built at the east end of the town, the upper end of Brownlow-hill-lane; it is a handsome edifice,* but in a plain stile, suitable to its use; the principal body of the building consists of four stories in the front, below is a hall, ninety feet long and twenty-four wide, containing three ranges of tables, capable of dining four hundred persons at one time, over this are two heights of rooms for spinning and other kind of work; in the left wing is a spacious well finished room for the committee, proper apartments for overseers, and other persons employed to superintend the affairs of the house; behind, and a little detached from the main body of the building, are two large wings, consisting each of three covered ways, leading to twenty-four apartments, each of which has three rooms that conveniently hold eight persons, in addition to which, is the conveniency of a spacious area, which lies open to the west, the

* Great part of this building was destroyed by fire, while this sheet was printing.

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whole is neatly and conveniently finished, at the expense of about 8000l.

It appears by the last return of the accounts, that the town has been greatly benefited by the attention of the present treasurer*, to the domestic economy of the house, insomuch, that the expenditure of the years 1792 and 1793, has proved so much less than that of the two preceding years, as to admit a reduction of sixpence in the pound of the parish rate, the following is a statement of the charges for the incidental support of the poor for the four last years.

	£.	s.	d.		£.	s.	d.
1790	1,0022	14	0	1791	1,1035	19	1
1792	7232	11	5	1793	8130	8	2
	2790	2	7		2905	10	11

Whereby it is seen that the average reduction of the workhouse expenses for the two last years, is about 2848l. notwithstanding which there were, on the 25th of March 1794, in the house, eleven hundred and ninety-seven paupers, which is thirty-three more than have been at any time since the year 1782.

Alms Houses.

These endowments are few, and those few, indifferently supported: the most ancient building of this kind was in Dale-street, and vested in the corporation,

* Mr. William Holiday.

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corporation, but no traces are discovered of the person who gave the charity, nor what monies, or other property, was given for the use of the inhabitants, or repairs of the buildings, which therefore finally decaying, were exchanged for new ones, built in the year 1748, at the Fall well; towards which erection Mr Edward Tatlock by will gave something, but whether in land or money, is not known, the same gentleman also bequeathed 100l. in money, the interest thereof to be applied to the repairs of the said houses.

In the year 1692 Dr. Silvester Richmond gave 100l. to erect alms-houses on Shaws Brow, for poor sailors' widows, and in 1706 Mrs. Sarah Richmond gave 50l. for repairing the same. In 1723 Mr. John Scardsbrick gave 70l. towards completing them, and in 1706, Mr. Richard Warbrick vested 120l. in the corporation of Liverpool for building alms houses for poor sailors' widows in Hanover-street, and the interest of 30l. for repairing them; in addition to which he also gave two houses in Castle-street, and two houses in Moor-street, towards the support of such poor women as should hereafter inhabit them.

The alms houses formerly erected at Shaws Brow have lately been removed, and in their stead new houses have been built, almost adjoining the workhouse, on a more extended plan, they have a very neat appearance, terminated at each extremity by two small wings, in the front is a neat area, and the whole, is a very comfortable receptacle for such indigent persons whose condition of life may compel them to the necessity of partaking of its benefits.

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Such are the principal, and indeed the only endowments of the kind in the town of Liverpool, nor are there many legacies, or bequests to charitable uses of a similar kind; Mrs. Ann Molyneux in 1728, bequeathed 500l. for sailors' widows inhabiting alms houses, and for relieving debtors in the borough jail, with which money five fields, known by the name of the Rectors Fields, were purchased near Moss Lake, and several other smaller legacies for the said purposes, have been given, but, the amount of all the monies bequeathed for the building alms houses, and for their support, together with bequests for charitable uses, has since the year 1692, amounted to no more than £640l.†

The Dispensary.

The building erected for this laudable purpose is in Church-street, near St. Peter's church, it is a decent, eligible brick fabric, with a convenient circular portico, in the front is a small bass-relief of the good Samaritan, well executed, but it is placed too high to gratify the inspecting eye of the observer.

This charity is conducted by a president, two auditors, and seven physicians, together with three surgeons, and one apothecary, who officiates as secretary. The proper objects of the Dispensary are such poor, who are admitted on the recommendation of the magistrates, the clergy, the church-

† This report is not to be understood as extending to the benefactions which have from time to time arisen, for the support of existing charities, but to endowments only.

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church-wardens, the parish committee, and on that of any subscriber.

The directors of this charity, judiciously discriminate the objects recommended for relief, and therefore never admit any person who is able to pay for medicines, nor are domestic servants visited at the houses of their masters or mistresses.

Two physicians attend every day, Sunday excepted, one at nine, and another at eleven, a surgeon also attends at ten in the morning, one of these, or the apothecary, regularly visits such sick poor at their own dwellings, as cannot come to the Dispensary, and one of the surgeons occasionally assists the parish midwives, when requested.

There is no charity in Liverpool that does greater honour to the feelings of the inhabitants than the Dispensary, there are 400 subscribers, whose annual contributions amount COM-ANNIS, to 500l. in addition to which it receives the collections of several societies, and frequent benefactions and legacies, whereby it is enabled not only to support the necessary demands of the charity, but also to have a yearly balance remaining in the hands of the treasurer.

There cannot be a greater proof of the utility of this establishment to the town, and the relief it has given, and still continues to give to the afflicted indigent, than the number which have been annually benefited since its institution in the year 1778; it appears from an accurate statement, that 172,273 persons have been cured of almost every disorder

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disorder incident to human nature, from 1778 to 1794, being on the average 10767 diseased and afflicted objects every year.

Asylum for the Indigent Blind.

If there is a state of human wretchedness deserving commiseration, it is that of blindness, united with poverty; without the ability, or the means of obtaining instruction in such mechanical labour, as shall in some small degree, contribute to give them bread, they are either condemned to walk the streets during life, supplicating alms, or else to be supported by the several parishes to which they belong.

An institution therefore, to rescue this unfortunate people from a state of misery, to which they may otherwise be condemned during life, while it reflects the highest honour on the projector,† claims the strongest appeal to the feelings of the affluent, for contributions, to support, encourage, and bring to perfection the original design of the author. The number of subscribers is now upwards of six hundred, the average return since the first establishment in the year 1790, to the 4th of January 1794, is notwithstanding very small, having not exceeded 300l. a year; this sum however, together with several partial benefactions and church collections, has been nearly sufficient to support the undertaking to the above period.

This

† The Rev. Henry Dannett, minister of St. Johns, who many months supported this charity after its first establishment, and to whom the present success of the plan is principally indebted.

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This charity is directed by a president, vice-president, treasurer, sixteen committee-men, two auditors, and four visitors. Two houses in Commutation-row, are at present engaged for the purpose, but the number of persons now received being upwards of forty, there is not sufficient conveniency to carry on the different manufactures in which they are severally employed, it is therefore the intention of the directors to build a plain edifice, consisting of a sale-room, work-shop, ware-rooms, and other necessary apartments, for conducting the whole with ease and propriety; their present fund for this purpose is about 300l. and as the corporation of Liverpool has promised them a piece of ground, it is not to be doubted that the inhabitants will follow the benevolent example, and speedily contribute sufficient to compleat the undertaking.

This establishment is on a principle different from that of any other in the kingdom, the blind are neither fed nor lodged, they receive bread and beer every Sunday, and the rooms have good fires, it is a sort of manufactory, where every person is paid in proportion to his labour, with this distinction, that masters are employed to teach them at the charge of the charity, and the several goods so manufactured, are afterwards sold to the best advantage, this greatly lessens the parish expenses, which would otherwise cause an advance on the different taxes imposed on the inhabitants for the support of the poor.

The employment of these unfortunate people was originally whip making, which they manufactured equal in neatness and strength to any in the

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the kingdom, but the small demand for this article induced the managers some time since, to discontinue the making them, and in their stead to employ the blind in the following different occupations, viz. the men in weaving lobby cloths, which are most excellent, they also make rope bears, points and gaskets, they also draw yarn for rope bears, spin yarn, make baskets and hampers, and weave window and clock lines; the women make mops, spin yarn for sail cloth, for linen cloth, and for window and clock lines, many of them are taught the harpsichord to qualify them for organists. The whole is conducted with regularity and humanity, and great attention is given to the morals, happiness, and comfort, of the persons employed.

BENEVOLENT SOCIETY.

This is a modern institution, originally promoted by some well-disposed persons, for the purposes of relieving such unfortunate people, whose condition in life might demand their assistance, and that were too far distant from their own parish or friends, to receive any benefits from their bounties; in order the more effectually to discover proper objects, a certain number of the society are appointed *visitors*, who frequently visit cellars, garrets, and such obscure lodgings as they think may contain objects deserving their charity, who always are relieved by money, or such other necessaries of which they may appear to be most in need.

The number of subscribers to this charity is small, not exceeding one hundred, which with some occasional collections at chapels, made the whole

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whole receipts in the year 1793, about 126l. of which 105l. had been distributed to proper objects; the subscriptions have since that time considerbly advanced, and it is sincerely to be wished that such encouragement may be given to the institution as the humanity of the intention appears to demand.

INSTITUTION FOR RECOVERING PERSNOS APPARENTLY DROWNED.

This humane society was established October 1775, at the charge of the corporation, who give for each person recovered one guinea, and for each unsuccessful case half a guinea, to those who assist in taking up the bodies. Since the commencement of this institution three hundred and ninety-seven persons apparently drowned have been taken up, of whom two hundred and eighty-five have been recovered.

THE MARINE SOCIETY

Was instituted in 1789, for the benefit of the widows of deceased masters of vessels of the port of Liverpool, this society consists of a great number of members, who on entrance pay two guineas, and half-a-guinea a quarter.

The widows of deceased masters of vessels are entitled to twenty shil ings a month during life, provided their husbands have regularly paid the quarterly half-guinea three years. This institution is conducted by a president, vice-president, a committee of ten gentlemen, and a secretary.

SECTION

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SECTION VIII.

Buildings and Institutions for Amusement and Recreation.

ESTABLISHMENTS for the encouragement of science, the accommodation of the literati, and promotion of genius, are for the most part the leading inquiry of the sentimental traveller, nor has it been thought less deserving the notice of the generality of historians, who for the most part, draw their conclusions of the manners, taste, and genius of a people, from the attachment they discover in them to the cultivation of the polite arts. I would therefore, in conformance to authors of superior abilities, introduce my observations on the buildings and institutions for that purpose in the town of Liverpool; but alas! the prospect affords nothing but a wild barren waste: Science not only appears inimical to the soil, but even undeserving the cultivation of the inhabitants, for after much inquiry, there is nothing to reward the curiosity, or gratify the search of the literati, but a large room filled with books, which is called,

THE PUBLIC LIBRARY.

This solitary tribute to erudition is conducted by a president

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president and committee, annually chosen for certain purposes, and every subscriber pays five guineas on admission, and a stipulated yearly subscription, for which the books are allowed to be read on terms regulated by the said president and council.

Some years since, an academy for drawing and painting, was attempted in a room over this library, wherein it was also purposed to deliver occasional lectures on anatomy, perspective, architecture, painting, &c. which was not only to have been supplied with proper subjects, instruments, drawings, &c. but premiums were to have been given as a reward to superior merit; the attempt however proved the mere phantom of the day, the judicious few, found a very weak support from a body of people, whose inclinations could not be influenced to encourage the promotion of sciences, for which their original education could not be supposed to give them either feeling or taste.

An attempt was also made a few years since, to establish an academy, somewhat on the principle of that at Portsmouth, for the encouragement of mathematical learning, particularly navigation and astronomy; the intention of this academy was to have given invitation to men of proved abilities to settle among them, to whom handsome salaries were to have been given for compleating such of the sons of persons of the first condition in the town in these sciences, who had passed the common forms of school learning, and were intended for the sea, or for commerce; the former were not only to be compleated in the knowledge of navigation in the customary forms, but the fundamental principles were to

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to have been demonstrated in so ample a manner, that should accident deprive the master of a vessel of the assistance of the common printed books, he might be able to make good his reckonings from astronomical observations: Those intended for commerce were also to have been instructed in the knowledge of books, and other essentials to the counting-house, somewhat on the plan of the late ingenious Mr. Postlethwaite; for this most laudable purpose, a large observatory was actually erected; in a little time it became totally neglected, and the whole fabric in a few years was a heap of ruins, of which a cellar and some small vestiges of the foundation are now to be seen in Hope-street.

THEATRE.

The Old Theatre was situated on the east side of Drury-lane, now used as a warehouse; the present building is on the east side of Williamson-square, it was finished and opened in the year 1772, and cost about 6000l. it was built by the subscription of thirty gentlemen, who receive for their respective shares five per cent. and a ticket entitling the bearer to every night performance in any part of the house. The inside is large and commodious, the ornamental architecture and scenery elegant, the stage spacious, and the whole well constructed to convey the voice intelligibly to the auditors; it is a good brick building, plain on the outside, has the king's arms well executed in the front pediment, and a large handsome portio affords a convenient shelter to the company on the approach to the several avenues of the house, and is in every respect as complete a

Theatre

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Theatre as any out of the metropolis, and generally supplied with a good set of comedians.

Assembly-Room.

This room has been already described*, there is therefore little to add, but that the meetings are generally from October to April, twice in the month, the whole is supported by subscription, regulated by a master of ceremonies.

The Public Baths.

These baths are situate at the end of the north quay, close on the banks of the Mersey, they have been in reputation many years, and were formerly private property, but the corporation of Liverpool, ever studious to advance the interest of the town, and knowing they were capable of great improvement, purchased the whole for about 4000l. with the resolution of embellishing and making large alterations in the original plan.

For this purpose at more than the additional expense of 1000l. they are rendered as commodious, safe, and elegant, as any of the kind in England, and have all the advantages of the salubrity of the salt-water, without exposing the bather to public view; the entrance to these baths is by a neat facade, or screen, exhibiting five rusticated doors, that on the left wing leads to the Gentlemen's Bath, that on the right to the Ladies'.

On

* Page 96.

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On entering the Gentlemen's Bath, you pass a neat paved avenue, which by a private door, leads to the main river, wherein such as are inclined may conveniently bathe, there being a good flight of steps that go to the bottom of the water, which is gravelled and rendered smooth for that purpose; by these means a person may bathe at such height of the tides as he may be inclined, and for the convenience of those who are disposed to bathe at all times, carts are provided on the construction and manner of those used at Brighthelmstone, and other places; such are the accommodations on the main river, but the private baths to which you advance by descending a few stone steps, are rendered not only secure, but private and eligible, to such as are disposed to bathe unseen, for which purpose there are six partitioned baths, or closets, with handsome doors, which may be fastened on the inside, whereby a person may be concealed from any of the company in the common bath, with which it connects by means of a small aperture, through which you may pass to the public bath if so inclined, or if disposed to be private, may be perfectly so, by means of a screen, so contrived as to exclude all communication with the rest of the bathers.

Those who are immediately disposed for the public bath, will find, contiguous to the before-mentioned, a large square reservoir of water, enclosed by high walls, which render it at once private and secure; these walls imitating stone, give a cool, neat appearance to the whole: the entrance to this common bath is by stone steps, which go to the bottom, whereby you may descend to what depth you please, which is marked for six, but seldom rises above

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above five feet; here, under a sort of covered way, or piazza, are three handsome rooms, with fire-places, well matted, and furnished with chairs, tables, &c. which are intended for dressing rooms, and are very conveniently situated for that purpose. The Ladies' Bath, being an exact counterpart of what has been already described, needs no explanation.

Bolton-street Baths.

These baths consist of a small plain brick building, connected with, and supplied by the pumps of a cotton manufactory, the building is divided into two departments, in one of them is the gentlemen's bath, which has a small dressing-room and fire-place common to all; contiguous to this room, are four divisions, in each of which is a small bath, lined with lead, these are called the private baths, and with difficulty will hold one person, these baths are ingeniously supplied with either hot, or cold water, in a few minutes, by turning a cock, and emptied with equal facility, adjoining is a large public cold bath, covered by a sky-light, in form of a dome or cupola. On the ladies' side are also four private baths, on the same principle as those already described, and a large public hot bath, there being no public cold bath for the ladies, unless they should be disposed to amuse themselves in that of the gentlemen.

These baths are constructed and filled on a plain simple principle, by means of the steam engine used for the cotton work, which speedily pumps sufficient water to fill the large cold bath, or supply the smaller, to which it is conveyed by subterraneous

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ous pipes, a large boiler is also fixed, which is always filled with warm water, and by means of cocks fixed in the small baths, fills them in a minute to any temperature the bather may require; the building upon the whole is neat, but the plan is open to many objections, it may however answer the purposes of some few persons, but it would be an insult on propriety to compare them to the baths before-mentioned.

The Music Hall,

Is a plain brick building, has nothing outwardly to recommend it to notice, the principal entrance is from Bold-street, where company is sheltered by a portio supported by four columns on pedestals, the principal door leads to a hall, or vestibule, from whence by a double flight of stairs, those who are inclined for the galleries have a ready conveyance, on the right and left; beneath is a door immediately facing the orchestre, which is large, well designed, and enclosed with a neat iron screen or railling, in the centre thereof is placed the desk for the leader of the band, above which rise four rows of seats, with sufficient desks for a great number of performers, the whole is terminated by a large handsome organ.

The room is large and lofty, the gallery is supported by three slender columns, and contains a double row of seats, each row having fifteen benches, ornamented with neat cut glass chandeliers, suspended from a small stucco ornament in the ceiling; at the front of the gallery is a neat and prettily designed balustrade, similar to that already described

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described at the front of the orchestre, beneath this gallery on the principal floor are elevated benches, five deep, which arrange on each side the building, quite up to the abutment or screen, which supports the face of the orchestre, in the centre is a further accommodation of seats, consisting of fifteen benches formed as a sort of pit, all of them are very handsomely covered with green cloth; from a large circular ornament in the centre of the ceiling is suspended a large and capital cut glass chandelier, in addition to which are four elegantly cut glass lustres; the room consequently when lighted has a brilliant and pleasing effect.

There are twelve concerts in the year, and a festival of music once in three years: the subscription to the concerts is two guineas a year, for which each subscriber has three tickets, viz. one for his own use, and two for the admission of ladies, or minor children, or, a lady may subscribe for one ticket in her own name, paying one guinea per annum.

The New Jail.

Under the class of buildings of public amusement and recreation, this building may be thought improperly introduced; the fact may be admitted, but as the inhabitants appear to consider it as a most important erection, it may be thought a trespass on propriety not to notice it among other public buildings. This temple of the goddess Laverna, is situated at the northern extremity of the town, where it rises in all the glare of ostentatious majesty; a stranger on being informed it is the common jail,

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must be immediately prejudiced by a very indifferent opinion of the honesty, or reputed wealth of a place which requires a building for the reception of villany and insolvency, that covers more than twice the ground, and contains more than twice the number of cells and domitories than the prison of Newgate, and on fair calculation will hold more than half the inhabitants of Liverpool.

It is the remark of a French wit†, "that a pri-"son always looks best on the outside," this idea seems to have influenced the corporation, when building this receptacle for the unfortunate, for such is the external appearance, that a distant view indicates a magnificent castle, or had embrasures been made in the walls, it might have been mistaken for a Citadel, the pile is enormous, the materials of which it is composed would build a village. An impartial observer must be divided in opinion, whether it is more deserving of ridicule, or reprobation; the rage of building, and almost general renovation of cities and towns which now evidently influences the whole kingdom, can alone reconcile the necessity of this new erection, while so many places of confinement had been many years in the town, and are still sufficient to receive delinquents.

SECTION

† Scarron.

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SECTION IX.

Of the Manufactories, Public Markets, &c.

MANUFACTORIES.

THIS town gives little invitation to the establishing manufactories, some have notwithstanding been attempted. A saltwork has many years been successfully pursued at the south-west end of the town, which is said to produce salt of a very excellent quality, but having been long found a great nuisance to the inhabitants, the corporation has settled terms with the proprietors, who will therefore in a short time remove the works to Garston, about four miles from town; there are also many houses for the cure of red-herring; one glasshouse; three cotton manufactories; three iron founderies, and many sugarbakers, who annually make large quantities of loaf sugar, both for home consumption and for exportation; roperies are in various parts of the town, which find constant employment, not only for the supply of shipping, but for exportation; over one of these roperies is a bridge, for the more readily passing of carriages, &c. to the Music-Hall in Bold-street, to which it is contiguous. There

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are also several oil works, and a tide mill, a small distance south of the town, that works by water, which it incloses at every tide of flood, many slips for building vessels are on the north and south extremities of the town, from which not only many capital merchant ships have been launched, but several good ships of war, these ships, together with the several graving docks, &c. are said to give employment to upwards of three thousand shipwrights, there are also in the vicinity of the town a great number of windmills for grinding corn, colour, dyers wood, &c.

The Public Market.

There is no established flesh market in this town, that which is at the upper end of Pool-lane, appears to be the principal, having two sets of stationed shambles, besides a great number of settled shops; there are also shambles for a public market behind the 'change, which will probably be removed from its present situation to form an area at the back of the newly erected mansion house; there is also a set of shambles in the centre of Cleveland-square, to the great annoyance of a decent range of houses, while many places in its neighbourhood, equally eligible, might have been applied to the purpose. The present extent of the town seems to require a flesh market in the neighbourhood of the Haymarket, which would be found very convenient to the inhabitants of the adjacent parts.

The principal support of the markets of Liverpool is from Ireland, Wales, and from the Isle of Man, from the former, great quantities of horned cattle

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cattle are imported alive, together with swine, bacon, and butter; the Isle of Man, Anglesey, many parts of North-Wales, and Cheshire, send a great number of live poultry of all sorts, eggs innumerable, and large quantities of fresh butter in small pans, or crocks, intended for immediate use, this butter is not so salt as that from Ireland, being sometimes not a week old; a most iniquitous use is often made of this butter, it is washed, beat up, made into pounds, and printed at the top, in imitation of fresh butter, for which it is frequently sold, these deceptions are sometimes discovered, but the magistrates are generally too lenient in their punishment, to prevent a continuance of the imposition.

The demand for beef, live sheep, and pigs, for supply of the shipping is here very great, and consequently advances the price to the inhabitants, poultry of all kinds is frequently in great demand for the same purpose, the beef though not large is for the most part of the ox, and in general not to be exceeded in flavour and fatness in any part of England, there is a pretty breed of sheep in many parts of Lancashire, with black faces, and feet, that afford most excellent mutton, the market is also plentifully supplied from Derbyshire, and North Wales, with sheep that yield to none in goodness and flavour; veal is fine and well-tasted, but not in general so white as in many other parts of the kingdom; the butchers however, to the honour of Liverpool, do not use the filthy custom of blowing the meat when hot, to inflate the fat and juices with the stinking breath of the operator, a practice too general in London, and many other parts

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parts of the kingdom; pork is in general pretty good, but the large country sort sold in the open market is firmer, whiter, and better flavoured, than what is killed in town, and sold at the shambles. These markets for the most part produce every thing for the luxuries and conveniencies of life, equal to that of any other town in the kingdom.

There is no part of England can shew a better green market, nor more abundantly supplied with every excellent vegetable, asparagus excepted, which is neither good nor cheap, abundance of flowers made up into small bouquets, which the inhabitants call poseys, are brought to this market, which is also in the season, filled with native and exotic fruits; great attention is given to the security of the inhabitants, while at these markets, all carriages being then prevented passing through them by means of temporary chains extended cross the streets, and every care and regulation appears to have been established for their benefit, but notwithstanding there is a clerk of the market for that purpose, the corporation is for the most part too lenient in punishing abuses, and the clerk too indulgent in omitting to represent trespasses, that require reformation.

The Fish Market.

This market is conveniently situated near the river, the south end of St. Georges Dock, it is an oblong building ninety feet by thirty, covered by a good roof, whereon is a small turret, which would have been greatly improved by the addition of a clock

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clock, the whole is supported by twenty-two pillars, and commodiously formed to secure both venders and purchasers from rain, and inclemency of weather, proper bulks, stalls lined with lead, a pump, and other conveniencies are erected for exposing fish for sale to the best advantage, but with all these external benefits to the buyer and seller, there is perhaps nothing in the town of Liverpool that demands a more serious reform, a clerk of the market is appointed, but the office seems to be a mere sinecure, the sellers on the arrival of the fish, generally make the price too exorbitant for the purchase of the mediocrity, by which means the fish often remains on hand until it is putrified and unwholesome. Was all fish in this state to be publickly burned, or condemned for manure, it would induce the venders to sell at a moderate price, for it is seldom from defect of quantity that the price is held up, but from a policy they pursue, of concealing, and often destroying the greater part of what is brought to market, and exposing a little at a time for sale, thereby creating an apparent scarcity in the midst of plenty.

There is a corn market† every Saturday at the upper end of Castle-street, near the exchange, where many farmers stand with samples; there is also a good market for hay and straw near St. John's church. The fairs in this town are three, one on the 25th of July, another on the 11th of November, these two fairs are too inconsiderable to deserve the name, consisting only of a few standings for

† It is in contemplation to build a convenient and dry corn market on some part of St. George's quay, contiguous to the fishmarket.

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for toys, and other small articles, booths and public shews being seldom permitted; the other fair is called Richmond fair, which is held four times in the year, the back of Richmond-street, St. Ann's, this is a very great fair, much frequented by the inhabitants and the neighbourhood of the town, it is well supplied by dealers from distant parts, with woollens, linens, and all articles for wearing apparel, particularly muslins, which are often bought at these fairs very cheap, for the greater conveniency of the dealers and accommodation of the purchasers, there is a large building called the woollen-hall, wherein is a great number of shops, that are generally well filled with a plentiful variety of articles for the accommodation of their customers, this fair lasts many days, contributing to the profit of the dealers and amusement of the inhabitants.

Plenitude and variety not only manifest themselves in the public markets but in the houses for the accommodation of inhabitant and stranger; no town in England affords greater invitation to entertainment and amusement, a stranger cannot be wanting of refreshment, plenty of liquors, and good usage, where every seventh house† is open for his reception, there is an elegant hotel at the bottom of Lord-street, frequented by the principal persons in the town, in this hotel‡ there is a subscription-room, where all the London papers are daily read by

† The number of houses inhabited in the year 1793, was about eight thousand four hundred, and it appears in the books of the excise office, that upwards of one thousand two hundred houses had licences, which is one seventh part of the inhabited houses in Liverpool.

‡ Notwithstanding the excellent accommodations at this hotel, such is the influenza for public erections, and increasing the houses of entertainment, that a capital hotel is now building in Castle-street, at the charge of the corporation, on a most extensive scale, and by an estimate given will amount to upwards of 80001.

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by those who are inclined to pay one guinea as an annual subscription, the house is a plain brick dwelling, spacious and convenient, but has nothing to recommend it outwardly to particular notice, or description; there are also other subscription rooms frequented by very genteel company, in addition to these are several taverns, which are well calculated for the convenience of private parties, and have excellent beds and very good accommodation for guests, many houses under the denomination of coffee-houses are in different parts of the town, where the mediocrity find good accommodation at a moderate expense, all these houses are generally plentifully supplied with company; almost every man in Liverpool is a *scavoir vivre*, and he who cannot drink claret will drink ale; the devotion of the lower order of people to these Bacchanalian orgia, is such, as to give employment to upwards of thirty-seven large and extensive ale breweries, in addition to which, a large and capital porter brewery has lately been erected between Byrom-street and Scotland-road, the attempt has fully answered the expectation of the proprietors, the water having been found well adapted to the purpose, and to have produced porter in flavour and quality equal to any in England; this brewery gives a convenient and ready supply, not only to the town and circumjacent country, but large quantities are constantly shipping to Ireland, and other parts.

There are many inns in this town, which are well fitted up, have plenty of good beds and every other accommodation for the traveller, from these inns conveyances are readily had, to and from almost every part of England, exclusive of post-chaises, which

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which are numerous and genteel, there is a mail coach to London and another to York, a post coach to Oxford and London through Birmingham, a coach to Birmingham through Stafford and Wolverhampton, four coaches to Manchester through Warrington, one diligence to Manchester, one coach to Lancaster, four coaches and two diligences to the Dukes boat, one coach to Hull through Leeds and York, and one coach to Bristol and Bath; there are also waggons to and from London, Manchester, Birmingham, Preston, Rochdale, Filde, Prescot, Warrington, Ormskirk, Chester, York, Hull, Scarborough, Lancaster, and many other parts, and for the conveniency of the inhabitants there are a great number of elegant hackney coaches and sedan-chairs, which apply in many parts of the town at very moderate fairs.

On a retrospect to the general buildings, improvements, &c. mentioned in the two last sections, and the observations on the present, the whole seems but the work of yesterday, the condition of the town at the beginning of this century was mean and contemptible, two churches† were then sufficient for the inhabitants, the marine traffic was very limited, and manufactories unknown, a small silk work excepted; the mind on a general survey is not readily reconciled to the cause, which has in so few years advanced the town and inhabitants to the present wealthy and flourishing appearance‡, about sixty years have altered the face of all things; in the year 1730 the trade began to advance, it appears by

† St. Nicholas and St. Peter.
‡ The cause is clearly assigned in the tenth section.

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by the customhouse clearances, that one hundred and sixty-six ships then belonged to this port†, fifteen of which sailed the first time for Africa‡, the united burthen of these vessels was nine thousand seven hundred and sixty-six tons, one solitary dock was only then existing, and that recently compleated, there was no exchange, but a common courthouse, no public building but a small charity school, which found difficult support for the education of only sixty children, the lands to the south of the old dock were entirely open, seven streets‖ covered the whole town, and those narrow, mean, and dirty, there was only one inn§ of any estimation for the accommodation of strangers, no stage coach came nearer than Warrington, from whence the few passengers from London were conveyed by horses, or occasional coaches, neither cart nor waggon was employed between this town and Manchester, or other parts, every conveyance being at that time by pack-horses, and such persons as had occasion to go to Manchester, or other places, were obliged to go on horseback, post-chaises being then unknown. He was an opulent merchant who kept his chaise and one¶; frugal economy decked his table, he lived like Sir Balaam*, and a bottle of humble port was an occasional regale. Four hundred

† In 1709 there were only eighty-four ships, the number therefore in twenty-one years increased double.

‡ A small vessel of about thirty tons sailed to the coast about the year 1709, from which time to the year 1730, the attempts were so trifling as not to deserve notice.

‖ There were some few small wints and heys, consisting of mere cottages, and a few straggling huts, to the southward of the Old Dock.

§ The Golden Lion in Dale-street, the original house now standing.

¶ There was one venerable antique chariot, the property of a principal inhabitant, which on particular days made its appearance.

* "One standing dish his weekly meal affords,
"An added pudding solemnized the lord's."

POPE.

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dred and twelve vessels from distant ports was the whole number which entered this year, whose united burthen was eighteen thousand and seventy tons, or about forty tons to each vessel, a plain indication, that the greater majority were coasters, or from Ireland, in which trades the one hundred and sixty-six vessels which belonged to the port may be supposed at this time to be principally employed, whose burthen was nine thousand seven hundred and sixty-six tons, the West-India commerce, as well as that of Africa being at that time in its infancy.

Such was nearly the situation and condition of Liverpool about the year 1730, we then perceive it gradually to have increased in trade and extent of streets and houses to the year 1760; making a period of thirty years, in this interval two new churches† gave additional beauty to the town, the exchange was erected, the public infirmary finished, and the bluecoat hospital compleated in its present stile; the town at this period was so much enlarged as to have extended in Dale-street as far as Cheapside on the left, and on the right hand as far as Preston-street, but all beyond was open ground; in Tythebarn-street it extended only to Key-street, all the interval from thence to the present Vauxhall-road was open fields, Williamson-square had buildings only on the lower parts, the other three sides were not covered, Clayton-square had but one house, Church-street, and the streets leading south-eastward and north-eastward began to be covered, but all the lands beyond Richmond-street

† St. George's and St. Thomas's in the year 1750.

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street* was entirely open, Duke-street was covered about two hundred yards, all the rest to the southward was open fields†, adjoining Salthouse-yard was a large glasshouse which terminated the buildings southward next the water, adjoining to which was then a handsome bowling green; part of Pitt-street and Park-lane was then built, but all the lands from the water south and east were entirely open fields.

The Old Dock at this time was greatly improved and cleared of a great many small huts and cottages, which had long encumbered the quays, the trade of the town although much advanced did not yet promote the building of more than one additional dock‡, an embankment§ and bason was however made, and a regular quay compleated from where the north bason now is to the corner of the Old Dock, the vessels lying on the mud at low water; the whole town however, about the end of this period began to wear the face of wealth and improvement, two hundred and twenty-six vessels in the year 1760 belonged to this port, whose united burthen was twenty-three thousand six hundred and sixty-five tons, which on average was one hundred and five tons to a vessel, being sixty-five tons more than in the year 1730, of which number seventy-four were for Africa, whereby it appears

* Leading from Paradise-street to Williamson-square.

† There was at this time a very pretty walk of trees, called the South Lady's Walk, which extended quite to the upper end of the present Duke-street, and at that time much frequented.

‡ Salthouse Dock, recently finished.

§ St. George's Dock was a few years afterwards compleated on this spot, before which time there were two large graving docks between the present drawbridges leading to the dry dock, which now forms a part of the original embankment.

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pears that the ships belonging to Liverpool increased sixty, the burthen increased thirteen thousand eight hundred and ninety-nine tons†, and the number of ships trading to Africa was augmented fifty-nine.

The advanced tonnage of the two hundred and twenty-six vessels belonging to the port is a clear proof of their increased size, and of the enlargement of the trade, which the coffers of some of the principal merchants were soon known to experience, temperance and frugality contributed to enrich the cornucopia of abundance, which was seen to increase in proportion to the unwearied cultivation of the adventurers, who had then fortunes to make; for although some of their predecessors had availed themselves of a golden harvest‡, which presented itself in this interval, it increased the fortunes but of few, and became so mutilated towards the year 1760 as to yield little benefit to the traders of that time, who therefore found it necessary to pursue those steps which had been judiciously marked for them by their fathers, they saw they had a trade yet to establish and a mercatorial reputation to confirm, and therefore determined to realize and secure that property, which fortune held forward to their embraces, the profit arising from their commerce, they applied to the building several streets and squares, which not only perpetuate their names to posterity, but add to the increasing fortunes of their successors; additional and necessary buildings were then the

† In 1730 the united tonnage was nine thousand seven hundred and sixty-six, which added to thirteen thousand eight hundred and ninety-nine, make twenty-three thousand six hundred and sixty-five tons.

‡ See section the tenth on commerce.

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the pursuit of the inhabitants, not an improvement of the old, the streets were still narrow, mean, and dirty, badly kept and worse regulated, neither stage-coach, cart, nor other conveyance for passengers hitherto passed between this place and Manchester; an humble chaise and one, continued the ultimate ambition of the opulent merchant, and a joint and a pudding supplied his genial and hospitable table; he was a capital trader who even at this period was able to support a double horse, the shops were not numerous but tolerably supplied with goods calculated more for the conveniency than the luxury of life, one stage coach† began to appear from London, and two principal inns‡ now offered themselves for the accommodation of strangers, and entertainment of the principal inhabitants; a small dark room in a court in Water-street, up a narrow dirty passage was the common subscription coffee-room, and the only one then in town.

Such was nearly the state of the town of Liverpool, such the number of its shipping, and such the manners of its inhabitants in the year 1760, since that period it may be said to have experienced a total resuscitation. To the genius, taste, and refinement of the present day we are to attribute the great improvements of the last thirty years. On the floating wings of commerce, the inhabitants have extended their intercourse with the world, which has enlightened their ideas, and given them not

† Which arrived once a week, the stage being at that time four days on the road.

‡ The Lion in Dale-street, and the Talbot in Water-street, the former yet standing, the latter rebuilt on the spot where the old inn stood.

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not only the pride of imitation, but the ambition of equality; during this interval eight new churches and chapels have been erected, three new docks compleated, public edifices built, streets enlarged, squares augmented, and one entire improvement and embellishment shews itself in all its varieties, hotels, theatres, assemblies, music-halls, baths, tennis-courts, bowling-greens, archeries, taverns, and a compleat assemblage of the *scavoir vivre* pervades the whole town; elegant private carriages indulge the wealthy, genteel hackney coaches the mediocrity, sedan-chairs the gouty, and sharp pebble stones and mantraps* accommodate the perambulating canaille; amusements are never wanting to fill the vacant hour, nor evening receptacles for the gratifications of convivial mirth, while brilliant shops offer all things for the indulgence of luxury, the aggravation of taste, and improvement of fashion; the proceedings of their progenitors are no longer remembered, but by a commiserating reflection on their want of that refinement of manners and taste for the elegancies of the BON TON, which so evidently displays itself in the present generation.

SECTION

* Projecting cellars in almost every part of the town, which endanger the lives and limbs of the foot passenger.

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SECTION X.

The Commerce of Liverpool.

LIVERPOOL from situation, must be, and ever has been a town of trade, and although in early ages her maritime traffic may have been limited to small fisheries, and a naval intercourse with Ireland, the Isle of Man, and the ports on the western coast of England, and many parts of Wales; the share of her commerce will be discovered to have always been respectable, the number of shipping large, and the tonnage proportioned to that in other parts of the kingdom.

History and tradition are equally silent on the real state and situation of this town until the middle of the sixteenth century, we have no authentic intelligence of ship, or bark, belonging to this port until the seventh of Elizabeth, when we are told from record, that fifteen vessels* were employed in her trade; trifling and inconsiderable as this number may be thought at the present day, it will notwithstanding reconcile us to the report of Leland and Cambden†, that it had been a town where formerly "much merchandize and public traffic

* See page 43. † See Section III.

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" had been carried on the seas," it is also probable, that before the reign of Elizabeth her vessels were more numerous, for there had been a haven, or dock, made for the reception of shipping which had been destroyed by a hurricane*, moreover, in the petition presented to Elizabeth from the inhabitants, they are stiled the poor and decayed town of Liverpool, from all which an inference may be drawn, that before that period they had been in a flourishing and opulent state in proportion to the trade of those days, although the town† and number of inhabitants at the time of the petition was small.

When the state of all England is considered in respect of commerce and manufactures at and before the time of Elizabeth, the town of Liverpool may be discovered to have been equal, perhaps superior even to the metropolis in her marine connexions; it is an admitted fact, that during the whole sixteenth century, commerce was not only unknown in these kingdoms, but manufactures were few and feeble.

Postlethwaite, on whose testimony certain reliance may be had, tells us, that " Before the settlement " of our colonies our manufactures were few, and " those but very indifferent, in those days we had " not only naval stores, but even our ships from " our neighbours; Germany furnished us with all " things of metal, even to nails‡; wine, paper, " linens, and a thousand other things came from " France;

* See page 101. † See page 43.

‡ The fair of Nuremburgh at this time was the greatest fair in Europe for all sorts of hardware, and elegant trinkets in polished steel.

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" France; Portugal supplied us with sugar; all " the products of America were poured into us from " Spain, and the Venetians and Genoese retailed " to us the commodities of the East-Indies at their " own price†." Sir Josiah Child tells us, that " Before we had plantations of our own, the Por- " tuguese sold us sugars for seven and eight pound " sterling the quintal, or hundred weight."

Neither Virginia nor any of the islands could hold forward any invitation to commerce before the middle of the seventeenth century, the former was not discovered by Raleigh until 1584, and though the islands may be said to have been known to the Spaniards long before that time, it was many years‡ afterwards, that attempts were made towards their settlement by the English, if therefore, according to the testimony of these writers, commerce was in this limited, or rather non-existent state, before the settlement of the colonies, it must have been still less towards the beginning of the sixteenth century, when the new world§ was unknown to Britons, it is notwithstanding certain, that a haven, or dock existed for the reception of the shipping then belonging to the town of Liverpool long before the time of Elizabeth, consequently some sort of traffic must have been required to have employed them, and that traffic must have been very extensive, although confined to the limits of St. George's channel; in this state of the trade and manufactures of the kingdom it may be reasonably inferred, that London, by reason of situation, could have had

† See Edwards's History of Commerce.
‡ Barbadoes 1605, St. Kitts about 1623, Antigue 1632.
§ The discovery by Columbus was not till 1492.

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little marine traffic, other, than by goods imported from the continent, together with her little connexion with the few Italian merchants, that occasionally visited the kingdom with such merchandize as was then in requisition; London therefore, could have been a very feeble rival to the western coasting trade of England, nor could Liverpool, by reason of her distant and obscure situation, be supposed to have had ability to have opposed the port of London in her little European intercourse; indeed the burthen of all vessels at this time was too small to admit of any attempts to a distant navigation from any part of England. Liverpool therefore, about the middle of the sixteenth century, might have had more traffic on the seas than London, her proximity to Ireland affording a large connexion with that kingdom in the article of wool, from whence great quantities were then annually imported to this town, this trade, in addition to that of Wales, and the ports on the western parts, must have made her share of commerce at least equal, perhaps superior to that of any other parts of the kingdom.

The state of her marine in the year 1565, as before mentioned, shews her importation at that time in a full point of view, she was then possessed of as large trading ships as were at that time employed in England, she had vessels of thirty-six and forty tons burthen, and perhaps before her misfortunes, might have had some larger, her tonnage therefore at that time must have rendered her little fleet very respectable, for no vessels in the kingdom employed

† See page 43.

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ed in trade were then one hundred tons burthen; this fact plainly appears from a proclamation issued by Elizabeth, offering a bounty for such vessels as should hereafter be employed in trade, or built of one hundred tons burthen and upwards†.

The dawn of commerce which began now to enlighten our hemisphere, not only induced the enterprising spirit of the ministry of Elizabeth to offer this encouragement, but urged them to a participation of those advantages which they perceived had arisen to Portugal and Spain, by reason of their connexion with the newly settled colonies, they saw the benefits which accrued to the Portuguese by their imports from Africa to supply the almost desolated settlements‡ of the Spaniards with slaves, and became desirous to attempt a part of that traffic, which had proved so advantageous as not only to have enabled, but induced them to erect many forts on that continent for their future security and protection; this appears to have been the first attempt of the English to any extensive commerce on the seas, which being countenanced by government, must be supposed to have employed large and capital trading ships for the purpose, yet we are told by Hakluyt§, that the whole burthen of the little fleet of vessels built purposely for this slave trade, commanded by Sir John Hawkins, was not more than

† Chalmers's Estimate.

‡ The Spaniards so early as the year 1535, according to Edwards, had thirty sugar mills on the islands, and as it is well known, that their ruling principle was a general extirpation of the Carribbes, by every species of torture, they could therefore have had no other slaves to have worked their mills but the natives of Africa, which were supplied them by the Portuguese, who had maintained an exclusive trade to the coast ever since the year 1442.

§ Edwards's History of Colonies.

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than two hundred and fifty tons‖; this becomes a further confirmation, that the ships of Liverpool before this time must not only have been on equality, but even superior to that of many other ports of the kingdom, indeed it will appear by the following table, that if a proportion is made of the largest vessel‡ employed in commerce about the year 1565, and the largest vessel§ now employed in the trade of Liverpool, the fleet in the time of Elizabeth would not even at this day appear either contemptible, or unimportant.

Table of the proportion which the burthen of vessels in 1565, bear to those in 1794, in the before-mentioned ratio.

Tons.		Tons.
A vessel of 40	in 1565, was equal to	360 in 1794.
36	——	324
30	——	270
20	——	180
16	——	144
15	——	135
15	——	135
15	——	135
12	——	108
12	——	108
6	——	54
6	——	54
14	——	126
14	——	126
1	——	72
259	in 1565 were equal to	2331 in 1794.

This

‖ The Solomon of one hundred and twenty tons, the Swallow of one hundred tons, the Jonas of forty tons.

‡ One hundred tons. § Nine hundred tons.

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This is the exact copy of the town record already mentioned in this history†, which shews the two hundred and fifty-nine tons of shipping employed by the town of Liverpool in 1565, to be nearly equal to two thousand three hundred and thirty-one tons of the present day, making the average about one hundred and sixty tons to each vessel; in this state was the shipping in the time of Elizabeth; in that of her successor mercantile ships were greatly increased in size and number‡, but Charles I. perceiving that the commerce of the kingdom, though very limited, required ships of yet larger burthen than had been hitherto built, issued a bounty of five shillings§ the ton on all ships of two hundred tons burthen and upwards; it hence appears, that even at this time there were no vessels employed in the trade of any parts of the kingdom of that size.

In the reign of Charles II. the face of our commerce began to wear a pleasanter aspect, we began to feel the little advantages of a foreign trade, and our colonies were in some small degree peopled and cultivated, in this state of the nation an act of navigation was made for the security of our traffic, which required vessels of much greater burthen than had hitherto been employed during these periods; it may be imagined, that Liverpool was not inattentive to partake of some part of the benefit of arising commerce, but her situation as before observed, was then thought too obscure to hope any advantages from a foreign intercourse, and her landed situation too extraneous to expect power, or assistance sufficient to rival London, Bristol, and other

† See page 43. ‡ Stow's History. § Clarendon's History.

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other ports, more advantageously situated for the trade of those times; her coasting trade must therefore have still been her principal employment, for that to the colonies the latter end of the seventeenth century was undoubtedly very small, nor was it much increased the beginning of the present, indeed the whole kingdom in 1688† had very little share of foreign commerce, for the tonage of all the vessels foreign and English, which then cleared from her ports was but one hundred and ninety thousand five hundred and fifty-three, of this number Liverpool could have had a very small portion, for in 1709, her clearances of British and foreign ships amounted to no more than twelve thousand six hundred and thirty-six tons, or in proportion to that of Great Britain as 1 to the decimal 22,888; (see table 14) of these clearances two hundred and seventy seven tons were the amount of all the foreign ships which then traded to her port, (see table 13) while that of all England was forty-five thousand six hundred and twenty-five tons, making the foreign trade of Liverpool in proportion to the foreign trade of the whole kingdom, as 1 to the decimal 164,711; (see table 13) a clear evidence, that the foreign trade of Liverpool was then poor and trifling, nor could that on the Atlantic have been very great, for although three hundred and thirty-four vessels of twelve thousand six hundred and thirty-six tons cleared out in the above said year (see table 14); there belonged to the town only eighty-four ships of five thousand seven hundred and eighty-seven tons

† In 1688 the foreign and British ships which cleared out of all England amounted only to one hundred and ninety thousand five hundred and fifty-three tons, (see Chalmers's Estimate.)

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tons (see table 15); it may thence be inferred, that of the said three hundred and thirty-four vessels that cleared out, two hundred and fifty were coasters, the proportion therefore of the ultra marine trade of the town at this period, must have been only the forty secondth part of that of the whole kingdom‡, nor indeed could more be expected from an obscure port, little known and less frequented.

In this state must have been the commerce of Liverpool the beginning of the present century, contributing more to the support of the inhabitants than to the increase of their fortunes; their little attempts at the West-Indian and American markets were however in some small degrees successful, whereby the number of her shipping advanced§, and from year to year she had a pleasing invitation to proceed from the encouragement she received to her little adventures; the neighbouring port of Bristol had given them an example they were still more solicitous than able to imitate, they saw their inability to rival it in such articles, as at that time made a Bristol consignment|| acceptable to the white inhabitants of the islands, their proximity to Ireland however, encouraged them to an exportation of provisions, and although in the article of dry goods

‡ In 1709 the clearances of British ships in all England, as given in Chalmers's Estimate, were two hundred and forty-three thousand six hundred and ninety-three tons, and that of Liverpool five thousand seven hundred and eighty-seven to us, or as 1 to 42,095.

§ In 1709 Liverpool had 84 ships, burthen 5789 tons.

1716	113	8386
1723	131	8070

|| Taunton ale, cyder, cheese, tripes, pickles, pease, groats, bacon, hams, wine in pints, rasberry and cherry brandy, raisins, currants, hatwell water, pipes, &c. which trifling as they appear always had a quick and good sale.

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goods they were not then on a par with Bristol, they found they could procure from Scotland checks, handkerchiefs, and Osnaburghs, for the ordinary demands of the plantations, which together with some little apparel, and secondary articles, enabled them to freight a few vessels, and support an humble endeavour at a small share of that lucrative trade, to which, as before observed, the inhabitants of America and the West-Indies gave some little encouragement; Bristol notwithstanding these attempts, continued to find their German coarse goods were always preferred to the ordinary Scotch checks and Osnaburghs, which at this time filled the Liverpool invoice, moreover her proximity to the mackerel and pilchard fisheries, united with her other exports, continued to give her so much the balance of that commerce, as to enable her to settle factors at Jamaica*, and the Windward Islands.

In this restricted line of trade, Liverpool would perhaps have long continued, had not an incident in a short time arose, which began to fledge the carious pinions of her commerce; the obscure and distressed town of Manchester, had long in vain, endeavoured to secure the wretched inhabitants of a few straggling cottages from want, by the working a small number of looms gathered together on a spot, that had nothing but the external of human misery, to attract the commiserating eye of the transient passenger, her little attempts at checks and handkerchiefs which then employed her looms received but

* These ports followed the example of London, and began to settle factors at the islands, while Liverpool at this time was compelled to dispose of her adventures by supercargoes, who were often obliged to sell their goods at a low advance on the invoice, to enable them to make their returns in the vessel which was frequently a great impediment to the sale of their goods.

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but small encouragement from a nation, that from prejudice and partiality, had long refused to encourage the plaid and check of Scotland*; Manchester had therefore recourse to the same policy which she saw had originally encouraged the looms of her northern neighbours, and in like manner applied the working her own to the cloathing of her inhabitants, whose manufactures would not otherwise have yielded a profit sufficient to cover the nakedness of the laboring artificer.

Industry stimulated by necessity soon began to experience the advantages which arose from this attempt, the wearing of check presently became general in the whole town, women even of condition made their visits in check aprons, and check neck handkerchiefs; some hearty partizans even wore check shifts, while men of every degree had check shirts, in addition to which, every article of bed and other furniture was check, nor did the fervency of this resolution abate at the year 1746, and even so high as the year 1750, the wives of the most opulent traders would visit in check aprons; it is within memory, that this proceeding became a temporary exclusion of all foreign linens, excepting for particular uses, and on particular occasions. Example and cheapness soon prevailed on the opinion of the lower order of people in Lancashire and the adjacent counties, to follow the fashion of their neighbours, to the great increase of the trade, and advantage of the town; such were the manufactures, and such the state of Manchester about the

* The year 1715, had caused the national prejudices of the English to be so great towards the general inhabitants of Scotland, that the wearer of any thing like a plaid, or check, was thought disaffected to government.

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the time that the dawn of commerce employed five thousand seven hundred and eighty-seven* tons of shipping in the town of Liverpool, and encouraged in a small degree the checks and Osnaburghs of the north to a West-India market: she therefore began to turn her thoughts to the manufacturing a small quantity of these articles for exportation, in which she conceived herself able to equal, and perhaps exceed the quality of those the merchants of Liverpool received from Scotland; her labours soon became invigorated by hope, and ultimately encouraged by success, her checks, stripes, Osnaburghs, and handkerchiefs, from their superior quality and cheapness, presently established such preference at the West-India market, that in a short time the Scotch, and every other manufactory of these articles, were obliged to yield to British superiority.

The fortunate attempt of the Manchester looms presently strengthened the Liverpool commerce, to almost a monopoly of these coarse goods at the West-India market, the German, French, and Scotch, checks and Osnaburghs, were no longer preferred, nor were the attempts of Ireland to a manufacture of Osnaburgs more kindly encouraged: that part of the trade of Bristol, which had long been availed by these articles, hereby became entirely annihilated, while in consequence of these recent advantages we perceive, that Liverpool about the year 1720, had one hundred and thirty ships‡ at sea, belonging to her own port, and began to have the appearance of a town of commerce; the encouragement

* Little more than twice the burthen of the ships employed in the time of Elizabeth, as before seen.

‡ See table 15.

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couragement which arose to both places from this extended traffic, not only greatly advanced their condition, but increased the building and the property of the inhabitants to some little degree of respectability and credit, but as the consumption of these coarse staples was confined to the West-Indian and American plantations, for the cloathing of slaves, and the lower order of people; the annual sales would not have proved sufficient to have created the fortunes of the adventurers, although they might, and did, contribute to afford them a genteel and profitable support.

The benefits therefore which arose from this trade and connexion cannot be reconciled to the mind as the cause which enabled the town of Liverpool in the year 1730, not only to employ one hundred and sixty-six ships* in her commerce, but what is more extraordinary, to fit out fifteen ships to Africa, which before had been unable to make any successful attempts in that branch of trade, it is equally difficult to reconcile to opinion, that from this connexion and effort only, the town of Manchester enlarged its buildings, increased the number of inhabitants, and wears the face of opulence and improvement of the present day; the cause of the flourishing condition of both the towns will be seen to have originated from an incident sudden as unexpected, which not only encouraged the increase of the manufactures of Manchester to an extent that at once surprised and amazed the inhabitants, but to have advanced the exports of Liverpool to so great a degree as to have annually for many succeeding

* See tables 15 and 16.

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ceeding years paved the streets of both the towns with SILVER, strengthened the abilities of both Liverpool and Manchester to enlarge their undertakings, and to explore the lucrative path which ultimately led them to their present flourishing state of trade, respectability, and credit.

The Cales company by reason of its charter had long had an exclusive claim to all the legal Spanish West-India trade, and therefore maintained the privilege of exporting all goods from Old Spain to the continent of Spaniſh America, of these exports the French and German looms had long afforded a most ample supply, the exorbitant customs imposed on checks, stripes, Osnaburghs, and all other goods for the West-India market, in the ports of Old Spain, produced an immense annual revenue to that kingdom, those duties, in addition to a yearly tribute paid by the company to the king of Spain, increased the advance on the companies invoice, on the arrival of the goods at Vera-Cruz, Portobello, Mexico, Lima, Quito, and other settlements, upwards of three hundred per cent, beyond what the inhabitants had been accustomed to pay when the trade was open.

This aggravated charge under which the Spanish colonists had long groaned, made the price of goods so very exorbitant when they arrived at market, that they were almost beyond the purchase of the inhabitants; the Spanish West-India traders in the neighbourhood of Jamaica therefore ventured at the risque of life and liberty*, to run down in periaguas,

* So jealous and severe was the court of Spain against every attempt to infringe this commerce, by reason of the great revenue, the legal intercourse pro-

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riaguas, schooners, and large canoes, from the havanna, Portobello, Carthagena, and many small ports and creeks on the main, to Jamaica, to endeavour to buy these staple commodities at an inferior price; in which they succeeded so much beyond their expectation, as to find the goods not only cheaper, but greately superior to what they had been accustomed to purchase, this success so invigorated their future attempts, that they instantly burst open every barrier to this contraband trade, and speedily poured into the island of Jamaica immense quantities of dollars which increased the demand for Manchester goods to so great a degree, that frequently on departure of the Spaniards, there has not been a piece of three quarter check remaining for sale at the Kingston market.

This species of smuggling produced to Liverpool and Manchester, returns in actual specie, that at once surprised and gratified the most sanguine hopes of the inhabitants; men of war, and merchantmen, seldom came to England without having many large bags of dollars as remittances, this branch of illicit commerce was in full vigour from about the year 1722, to the year 1740, but the remonstrances from the court of Spain were so frequent, and the vigilance of the Spanish vessels so great about this time, that it annually weakened to the

duced to the crown, that vessels called Guarda Costa, were constantly cruizing in great numbers, not only between the south of Jamaica and the main, but at the mouth of the Gulph of Mexico, and to the south of Cuba; the subjects of Spain detected in this trade were either condemned to death, or the mines of Potosi for life, and those of Great Britain to the gallies; the severe treatment which the crews of all English vessels received who approached towards the main, although no contraband goods should be found on board, was such as frequently demanded the attention of parliament, and the remonstrances of our ambassadors at the court of Spain, which were for the most part ineffectual.

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the year 1747†, when very little success attended the attempts of either nation, from which time this great mart and origin of the fortunes of the traders of Manchester and Liverpool gradually abated, and finally received a mortal wound, by the interposition of Mr. Grenville's never to be forgotten bill‡, for restricting the future connexions, or interference of the inhabitants of Jamaica, with any of the subjects of Spain in South America, or in the West-Indies.

Some weak traces of this traffic are still remaining, but too feeble and inefficacious to deserve attention; by the superiority however of the Manchester coarse goods, the traffic might notwithstanding have revived, had not government so frequently mutilated and discouraged the attempt, it has however fortunately existed long enough to lay the foundations of the fortunes, and enabled the traders of Liverpool and Manchester to extend their manufactures and commerce on their present enlarged scale. An approved and well-informed writer§, makes this contraband trade to have annually vended to the amount of one million and an half of British manufactured goods; but could a regular return be made of the real quantity annually consumed

† This may also in some degree be ascribed to a more prudent and liberal policy of the court of Spain towards its American dominions, and in proportion as the severity of the ancient regulations abated, the contraband trade has gradually lessened.

‡ By this bill British men of war had orders to seize all foreign vessels found in the ports of our West-India islands, this was in reality converting our men of war into Guarda Costas for the king of Spain, and completely deterred Spanish vessels approaching any of the ports, or even creeks of Jamaica.

§ Edwards in his history of the West-Indies, makes the annual vend of British goods in this traffic one million and an half sterling, and four thousand tons of shipping to have been employed in this trade only.

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sumed on the island, there is every reason to believe, it must have augmented to nearly two millions sterling; but admitting the annual moderate consumption of only one million and an half, 500,000l. of this sum may be given to London, and 1,000,000l. to the town of Liverpool; the reason that two thirds of this sale are given to Liverpool, is, that the demand of her staples in this trade were greater than that of London, for as the exports of the latter principally consisted of Britannias, Ghentings, China blues, platillas and garlix, their consumption was partially confined to the higher order of inhabitants, whereas the exports of Liverpool were general to the demands of every colour, state, and condition of people in all the Spanish settlements.

This statement, which is rather in abatement, than in exaggeration of the real amount, makes the annual vend from this town 1,400,000l. currency†, and may lead to a discovery in what proportion Manchester and Liverpool were separately benefited by this traffic only, it is well known, that three quarter checks‡ were at these times sold for fifteen pence currency per yard, it therefore follows, that 22,400,000 yards must have been sold to have amounted to one million four hundred thousand pounds currency. On these gross sales the factor's commission was nine‖ one half per cent. or 133,000l. which makes the neat proceeds of the sale§ amount

† Exchange one hundred and forty per cent.

‡ An average calculation is here made on the aggregate state of checks, stripes, and Osnaburghs.

‖ Commission five per cent. storage three per cent. wharfage and Negro hire one per cent. and tax on trade half per cent. was the general charge, but many of the Liverpool factors, instead of drawing commission, were at annual salaries, which must have increased the profits of the adventurers much beyond the calculation here given.

§ The account sales of any of the old Liverpool houses will bear sufficient testimony to what is here advanced.

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to 1,267,000l. currency. On remittance of this money five per cent. commission being drawn, the sum remitted* is 1,206,666l. the usual freight by men of war†, was two per cent. which being deducted from the above, will make the nett money annually returned to the town of Liverpool 1,182,533l. currency, or 844,667l. sterling, from this contraband trade only.

Such being the average annual return to the merchants of Liverpool, it becomes necessary to deduct the amount of the goods received from Manchester, from which these advantages have arisen: it has been already shewn, that twenty-two million four hundred thousand yards of these staple goods must have been sold to produce the return before given; the manufacturer's prices for three quarter checks at this time is well known to have been seven pence halfpenny per ell‡, or six pence sterling per yard, which amounts to 560,000l. to which adding 11,200l. freight and insurance§, the *nett profit* returned to the coffers of Liverpool must have annually been 273,467l. and the *gross* annual return to the town of Manchester 560,000l. for the first cost of the goods.

What a MINE! what an annual inundation of wealth to the supplicating hands of indigence and seclusion!

* The sum remitted is nett 1,206,666l. on which five per cent. commission being drawn, it will then amount to 60,334l. the two sums added make 1,267,000l. the amount of the nett proceeds of the sale

† This is half per cent. more than by merchantmen, but in this case insurances were never made.

‡ Checks, &c. were invoiced by the ell, and sold by the yard.

§ Two per cent. is here allowed, which is too high, for during this period there was no war 'till 1739, and consequently little insurance required.

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seclusion! shall we, therefore, be surprised to find, that on, or about the year 1723, the shipping of Liverpool began to increase in number and tonnage, shall it create astonishment, that in seven years, she had been able to fit out fifteen ships to Africa, and increased her shipping to one hundred and sixty-six sail, can we be at a loss for the cause of the precipitate advance of the looms of Manchester, which a very few years before, with difficulty obtained credit for a ton of flax, whose dwellings were cottages, and inhabitants the labouring sons of necessity.

The merchants of Bristol beheld with concern the great advances of the port of Liverpool in this lucrative trade, and inwardly lamented their inability of obtaining even a part of that traffic; they saw it was impossible ever to rival: the ports of London and Liverpool, had now so firmly secured the dry good trade, that little encouragement remained for that of Bristol, which therefore began to turn her thoughts on some method to prevent a decline of that commerce they found to abate, in proportion as that of Liverpool advanced; the African trade had attracted their notice soon after the last charter was abolished†, but their attempts were then rendered unsuccessful by reason the African company still thought itself justified in seizing the ships of separate traders‡, which occasioned much clamour and litigation, and was no small hindrance to their endeavours; the trade was however legally laid open a few years afterwards§, but

 the

† By the petition and declaration of right, 1st William and Mary.
‡ Edwards's History of Colonies.
§ The African company was abolished, and the trade legally laid open in 1698.

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the contracts with the Assiento company, which had existed since the year 1689*, so completely engrossed the Guinea trade the beginning of the present century†, that notwithstanding it was then laid open, there was little opportunity for the ships of separate traders to make much advantage by their attempts on the Coast.

Bristol, notwithstanding these impediments, availed itself in some degree, of part of this trade: early in the present century the Windward islands and Virginia received their cargoes, and some of the plantations in Jamaica encouraged their imports; the Assiento contract engrossed most of the London shipping, and they had nothing to apprehend from Liverpool, which at this early period was too limited in its commerce to embark in a species of traffic, that required not only money, but credit: the coffers of the merchants were not yet replenished with Spanish dollars sufficient to afford the one, and the reputation of the town was too equivocal and dubious to support the other; therefore, however advantageously situated the town might be thought for this lucrative branch of trade, there could be little probability of opposition from a people, that had not wealth sufficient to support a credit equal to so extensive an undertaking‡.

From

* This was the first contract made by the English, for supplying the Spanish West-India islands with negroes from the island of Jamaica, for which purpose factors were there settled, and a large house, called the South Sea House, built at Kingston, for their reception, and properly conducting the undertaking.

† By an authentic extract four hundred sail of ships were employed in the trade, from 1701, to 1709, being on average fifty-seven ships per annum, see table 16.

‡ This accounts for no register of shipping employed in the African trades, from 1709, until the year 1730, being seen in table 15.

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From this cause we behold Bristol almost without a rival, or even the apprehension of a competitor, gradually advance her African trade to the year 1723, insomuch, that factors were then settled, not only at Jamaica, and the Windward islands, but at Virginia and other parts of North America, which together with her West-India exports, made her at this time the second port in England, but she no sooner experienced the attack on her staple commodities, from the cause already given, than she too justly apprehended the consequences which would arise from the annual return of wealth to the town of Liverpool from the Spanish trade, she therefore determined to prosecute her African trade with redoubled vigor, not only to recover the reputation of her exports, but to endeavour as much as possible to give a supply to the markets so abundant, as to amount to a positive exclusion of every other adventurer.

This effect was however more readily conceived than accomplished, the town of Liverpool, dazzled by the prospect of her annual brilliant harvest, and knowing her own port was well situated for that trade, no sooner discovered the attempts of Bristol to increase this important traffic§, than she endeavoured

§ Whatever may be advanced in opposition to this trade, and in what manner so ever it may be said to be opposite to humanity and religion, it is not only of very ancient date, but was countenanced and approved by the pope, all the Catholic countries, and the Christians of ancient times. Edwards in his history of the colonies, says, "that it was known to the Portuguese so early as the year "1442, and a few years afterwards they had thirty-seven ships employed in the "trade," but we are not informed to what purpose the negroes were applied, they were most probably in a state of slavery in the Catholic countries of Europe, which is the condition of the moors at this day in Portugal, Spain, &c. America was not discovered by Columbus until eleven years afterwards, therefore they could not be used on the western continent; the Spaniards never employed any ships in this trade, but neither humanity, nor Christianity could have had any

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voured to partake of a part; we therefore discover, that about the year 1730, she had fifteen ships§ engaged in that branch of commerce, this sudden increase, or rather appearance of Guinea-men, from a port which a few years before had not one, will however be discovered not to have arisen from a successful interference in the West-India and American plantation trades, but from an incident which encouraged a more vigorous prosecution thereof, than what could have arisen from the supply of our own settlements; the temporary stab to public credit in the year 1720, by means of the never to be forgotten South Sea scheme, proved mortal to the contractors with the Assiento company, who from that time found their abilities in some small degree unequal to their engagements: this defalcation in a few years, brought forward to Liverpool their old friends the Spaniards, a second time, to the increase of their commerce: the contractors, who had hitherto not only supplied the Spanish government, but the several Spanish settlements also with slaves, now found it difficult to import sufficient to the island of Jamaica for the use of the mines, and other regal services, consequently that of the Spanish inhabitants was annually precarious, and yearly abated; Liverpool, whose avidity and sagacity never failed, on even the dawn of advantage, beheld the benefits which would arise to their port by this new species of smuggling‡. The Havanna

share in the case when we advert to their conduct to the Mexicans and Carribees. Charles V. therefore granted a patent for the supply of the Spanish islands with four thousand negroes annually, which was assigned to some Genoese merchants, in which manner their plantations continue to be supplied at this day with some small deviation from the original mode of contract.

§ See table 15 and 16.

‡ The Assiento company then settled at the Havanna, maintained the exclusive privilege of importing all slaves to the Spanish settlements, therefore seized and confiscated all vessels that attempt any infraction of their privilege.

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Havanna and St. Iago de la Cuba, they knew were shut against them, but the creeks and inlets on the south side of Cuba held forward a most pleasing invitation to the north side of Jamaica, from whence large canoes and small vessels could pass and repass in a few hours, this project appears to have been no sooner conceived than executed, and accounts for the precipitate appearance in the year 1730, of the fifteen ships already mentioned to have been employed in the African trade.

Bristol, too secure in a traffic in which she had hitherto had no rival but London, was so engrossed in her attentions to the supply of the plantations, and satisfied with the advantages resulting from it, that she does not appear to have been inclined to embark in an attempt which seemed to her not only precarious, but dangerous: from this neglect the cause will appear to have originated, which ultimately impoverished her African trade, and raised that of Liverpool to its present permanent state. The Spanish dollars which had begun to christalize the heretofore rusty chests of the Liverpool merchant by one species of smuggling, made them indifferent to the hazard which would attend a second attempt of the same kind. The annual number of slaves then imported in this trade, cannot be determined at the present day, but the encouragement must have been very great†, to increase the vessels more than double in seven years, for by table 15, it is seen, that in the year 1737, the vessels

† The town of Liverpool, invigorated by her attempt in the Spanish trade, soon found herself in condition to send some few vessels to Virginia, which before this time had opened sufficient plantations to encourage an importation from Bristol.

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sels employed in this trade were *thirty-three*, and continued to increase with equal rapidity to the present year.

The attempt at this African contraband trade, succeeded so much beyond the expectation of the adventurers, that factors on the part of Liverpool began to be settled at Jamaica, whereby so many of the slaves as did not find a timely and secure market with the Spaniards, remained on the island, and contributed to the occasional supply of the Jamaica planters, whereby an easy gradation was formed to the increase of that branch of the traffic in which Bristol had long been without a rival; in this attempt Liverpool presently became also successful, the proceeding of her merchants in this trade enabled them to sell their slaves to the islanders four and five pounds per head less than London and Bristol, and at the same time afford themselves equal profit*, while

* The reason the port of Liverpool could undersell the merchants of London and Bristol, was the restriction in their outfits and method of factorage. The London and Bristol merchants not only allowed ample monthly pay to their captains, but cabin privileges, primage, and daily port charges; they also allowed their factors five per cent on the sales, and five per cent on the returns, and their vessels were always full manned by seamen at a monthly rate. The Liverpool merchants proceeded on a more economical but less liberal plan, the generality of their captains were at annual salaries, or if at monthly pay, four pounds was thought great wages at that time, no cabin privileges were permitted, primage was unknown amongst them, and as to port allowances, not a single shilling was given, while five shillings a day was the usual pay from Bristol, and seven and sixpence from London. The captains from these ports could therefore occasionally eat on shore, and drink their bottle of Madeira; whereas the poor Liverpool skipper was obliged to repair on board to his piece of salt beef and buiscuit, and bowl of new rum punch, sweetened with brown sugar.

The factors instead of a rate per centum, had an annual salary, and were allowed the rent of their store, negro hire and other incidental charges; therefore if the consignments were great or small, the advantages to the factor suffered no variation. Their portage was still more economical, their method was to take poor boys apprentice for long terms, who were annually increased, became good seamen, were then made second mates, then first mates, then captains, and afterwards factors on the islands. This was the usual gradation at that time, whereby few men at monthly pay, were required to navigate a Liverpool vessel. This

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while the immediate specie which they returned for the smuggled slaves, strengthened their abilities to give that credit, which had been hitherto allowed to the purchasers at Jamaica, by the London and Bristol factors; this consequently held forward a strong invitation to the planters, who began to see their advantage in purchasing from Liverpool stores, and finally so firmly established and increased this branch of trade, that the ports of London and Bristol began to feel an abatement of their accustomed exports, in proportion as those of Liverpool advanced; Bristol in particular found her demand of slaves for the plantations rapidly lessen, insomuch that in the year 1764, she cleared out only thirty-two ships for Africa, while that of Liverpool cleared seventy-four; and to such height had the African trade of the town advanced at this time, that more than one fourth of the shipping belonging to her port sailed for the coast, and she had more than one half of the African trade of the whole kingdom. (see table 15). Thus we behold a city, which a very few years past had apparently laid the foundation, and enlarged a very lucrative branch of trade, gradually decline by means of the policy and proceedings of a town, that at the beginning of the present century had not sufficient substance to support a vessel of thirty tons, in the same commerce; and that in so great a degree as to reduce the general exports of Bristol nearly one half below

note is not meant invidious to the conduct of the proceeding of the traders at that time, nor to that of the present day, which is said to be similar in most instances, the African outfits excepted, nor are the remarks ideal, they are from the author's positive local observations, and are indispensable to an elucidation of this part of the history, that the cause may plainly appear, which enabled Liverpool to sell her Guinea cargoes nearly twelve per cent less than the rest of the kingdom, and at the same time return an equal profit.

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below those of Liverpool, as appears by the following return made in the year 1784, by the commissioners for inspecting the public accounts of the customhouse duties, then received from the two ports, viz.

	£.	S.	D.
Duties received from the port of Liverpool	640684	2	2½
Ditto port of Bristol	334909	19	3½
Balance in favour of Liverpool	305774	2	11

To whatever the cause may be ascribed which gave the participation of two branches of commerce, that not only relieved the present wants of an obscure and neglected town, but laid the foundation of its future fortune, the effect is evident in the present wealthy and flourishing state of its inhabitants; success, the never failing parent of vanity, may ascribe it to merit, and laughter-loving ignorance concur with Sir Balaam*; perhaps it may be attributed to every thing, but to that to which it ought to be given, be it as it may, it was evidently as manna in the wilderness, it was the rod of Moses to the thirsty iron chest of the aviditous Liverpool trader, and produced a positive lateral traffic of the main, and African trades, vigorous as it was advantageous, and so firmly established the latter, that so early as the year 1744, she employed more than one half the vessels engaged in that branch

* Sir Baalam now becomes a man of spirit,
Ascribes his gettings to his parts and merit,
What late was thought a blessing now was wit,
And God's good providence, a lucky hit.

POPE.

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branch of commerce, and imported annually from Africa, more than one half the slaves purchased by all the vessels of Great Britain, (see table 16) and from unprecedented success, we see the shipping from this port so greatly increased at the present day in that traffic, that if we take the average of the first five tables, it will appear that Liverpool imported three sevenths of the slaves imported by ALL EUROPE from the Coast of Africa.

In confirmation of this fact, I bring forward the following report of the merchants of Liverpool†, while the Slave Bill was depending, to the lords of the privy council, of the whole number then annually imported from Africa, by the subjects of Great Britain, Holland, Portugal, Denmark, and France, viz.

	No. of Slaves exported.
By Great Britain,	38000
Dutch,	4000
Portuguese,	10000
Danes,	2000
French,	20000
Total‡	74,000

This

† This fact is advanced on the authority of Edwards, in his history of the colonies, [chap. 15,] who further observes, "that 74,000 slaves are nearly the number annually imported by the Christian powers; besides these contributions, the emperor of Morocco, states of Barbary, Upper Egypt, Persia, Goa, and many other parts of the East Indies take great numbers, in consequence of which it has been calculated, that Africa is drained annually of not less than 150,000 of its natives.

‡ The number of slaves imported in the first five tables is 151190, or 30238 per annum on average, and the number by all the Christian powers of Europe 74,000 being as 1 to 2, 44, or about three-sevenths.

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This proportion of the town of Liverpool to the African trade of all Europe, is still further confirmed† on reference to the following summary, which manifests three hundred and three thousand seven hundred and thirty-seven slaves to have been imported during eleven years; or on an average twenty-seven thousand six hundred and twelve per annum; the benefits therefore arising, and that have already arisen to the parties therein concerned, must have been very great during a period of more than sixty-five years; and while it was united with the main trade, the influx of wealth‡ must have been greater than to any other single port in the kingdom; the powers of the whole trading part of the town were so strengthened by these united lucrative branches of trade, as to have invigorated their whole system of commerce; it appears that about this time§ her shipping began to enlarge, and the proportion of her trade to the rest of the kingdom greatly to augment, (see table 12) her clearances rapidly increased, her foreign trade, from about a twentieth part of that of the whole kingdom, which was all she then supported, we behold in a few years to engross more than one fourth of that of the whole kingdom*; and with equal rapidity we

† The exports of all Europe from Africa in one year is given at 74.00, which make 303737 exported on the part of Liverpool in eleven years as 1 to 2,439,, or about three-sevenths, see page 222.

‡ This accumulated return of wealth continued till about the year 1747, when the Spanish trade began to abate of its accustomed vigor, and continued annually to decrease to the year 1751, since which time it has been too trifling to deserve notice.

§ 1744 to 1751.

* In 1751 there cleared two thousand five hundred and twenty-one tons, and from all England fifty-one thousand three hundred and eighty-six, and in 1792 the number was forty-one thousand eight hundred and nineteen, and Great Britain one hundred and sixty-one thousand seven hundred and seventy-eight, [see table 13.]

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we see the increase of the British shipping in her ports, which from about that time to the present day, has augmented one hundred and eighty-eight thousand three hundred and eighty tons†.

Thus annually strengthened by revolving wealth, the foundation of her European commerce became firmly established, her vessels return freighted with the produce of the Baltic and Mediterranean, and while America and the West-Indies yield her their yearly tribute, the ensigns of almost every state of Europe are constantly displayed in the river Mersey; the sooty sons of Africa continue to confirm that commerce they originally united to establish, and still remain the staple support of the trade and town of Liverpool; the millions which have flowed into the port from this trade during a period of sixty-five years, may in some degree be conceived by the following summary of the number of ships employed, and slaves imported, in the British West Indies from the town of Liverpool, from the year 1783, to 1793, both inclusive, together with the sterling value of each year's importation; which summary is selected from eleven tables that immediately follow this section, wherein the number of vessels fitted out by each house, or firm, is particularized, and the whole clearly elucidated.

SUMMARY§

† In 1751 the entrances and clearances of British shipping was thirty thousand one hundred and eighty-one tons, and in 1792 the number was twenty-one million eight thousand five hundred and sixteen. [see table 12.]

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SUMMARY§ of the aggregate number of ships employed in the Guinea trade, particularized in the following tables, together with the number of slaves imported in each of the following years, and the amount of each.

Tables	Years.	Gross No. Ships.	Wood Teeth.	Slave Ships.	Number of Slaves.	Sterling Value.
1	1783	90	5	85	39,170	1,958,500
2	1784	64	5	59	25,320	1,266,000
3	1785	77	4	73	29,490	1,474,500
4	1786	92	5	87	31,690	1,584,500
5	1787	80	8	72	25,520	1,276,000
6	1788	74	3	71	23,200	1,160,000
7	1789	66	4	62	17,631	881,550
8	1790	90	1	89	27,362	1,368,100
9	1791	105	4	101	31,111	1,555,550
10	1792	136	3	133	38,920	1,946,000
11	1793	47	1	46	14,323	716,150
		921	43	878	303,737	15,186,850

From this summary the annual returns made to this town during the eleven years before-mentioned may be readily discovered, and a probable conclusion drawn of the annual influx of wealth from the year 1730‖, to this present day, from this traffic only.

§ These tables are formed from authentic documents, wherein not only the ships, but the names of the several owners are progressively indentified, and the number of negroes imported from each respective house. But as the publication of the real names of the parties concerned, might be construed an offence to propriety, capital letters are substituted for real names; should any doubt be made of the truth of the return, any gentleman may peruse the original extracts, which are in the hands of the author, and will at any time be given to the publisher for that purpose. But the request of persons not interested in the perusal cannot be gratified.

‖ In the year 1730, the tonnage of the fifteen African vessels was one thousand one hundred and eleven, (see table 15) and if two slaves only are allowed one ton, the number of slaves imported that year must have been two thousand

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only. The West India market during the last eleven years has averaged slaves at about 50l. sterling‡, at which rate the several slaves mentioned to have been yearly imported are valued, this valuation makes the sum of the eleven years imports amount to 15,186,850l. sterling, gross sales, as may be seen on reference to the summary before given.

On these gross sales, the following charges and deductions according to the usual rate of factorage, must be made, in order to discover the nett amount returned to the port of Liverpool, during the above periods: of these several cargoes a factor's commission is five per cent on the sales, and five per cent on the returns, in addition to which ten per cent will be deducted for contingencies§, hence fifteen per cent is taken on the gross sales, which will amount to 2,278,072l. sterling which being deducted from 15,186,850l. the gross sales makes the nett proceeds of the whole, amount to 12,908,823l. sterling.

On remittance of these nett proceeds, the factor draws

two hundred and twenty-two, the price of slaves at that time was about 35l. currency, and even in the year 1750, a good field negro was sold for 45l. currency; if therefore the mean sale of slaves during these twenty years is 40l. the sterling price of each slave must have been 28l. the value of each export at any particular year in this interval may therefore be known to such whose curiosity may lead them to seek the information from the annual tonnage employed.

‡ This average is so near truth, that very little exception, or deviation can be made from it, the annual sales of the Liverpool merchant will bear testimony in its favour, it is well known, that during the interval before-mentioned, slaves have been sold at 100l. currency at Jamaica.

§ It was formerly customary to allow the captains, mates, doctors, &c. privilege slaves, this has since been changed to a settled rate on the average sales; two per cent is also allowed in the above charges for defalcation in the passage, and one per cent for loss in harbours, to these an allowance is given for yams, plantain, and other ground provision, while the slaves are on sale, these several charges united may be admitted rather in excess at ten per cent.

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draws his commission of five per cent, on the real amount remitted, which commission is here 614,707l. thereby making the sum remitted 12,294,116l. it therefore appears by this calculation, which is too clearly affianced to truth to admit equivocation or doubt, that from the year 1783, to 1793, there has been remitted to the town of Liverpool from the African trade only 12,294,116l. sterling, being on the eleven years average, ONE MILLION, ONE HUNDRED AND SEVENTEEN THOUSAND SIX HUNDRED AND FORTY-SEVEN POUNDS *per annum*.

The nett proceeds arising from the several account sales during the above period, being shewn, endeavours will be made to discover the nett gains which much have arisen thereon, and consequently accrued to the adventurers. The nature of a Guinea cargo is known to be such, that it may not be advancing too much to say, that it is impossible even for the merchant to determine the profits thereon, until the return of the vessel with the account sales. In every other species of traffic some general prescription is discovered to guide opinion, but the African commerce holds forward one constant

* This calculation may perhaps be more clearly elucidated by the following statement, viz.

Amount of gross sales in eleven years, on 303737 slaves,		15,186,850
Charges, viz.		
Commission at five per cent,	759,342	
Contingencies at ten per cent,	15,18,685	
		2,278,027
	Nett proceeds	12,908,823
Nett remittance,	12,294,116	
Commission five per cent,	614,707	
		12,908,823
Balance		

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stant train of uncertainty, the time of slaving is precarious, the length of the middle passage uncertain, a vessel may be in part, or wholly cut off, mortalities may be great, and various other incidents may arise impossible to be foreseen; an attempt therefore to determine the gains of an African cargo can only be supported by probable calculation, which is submitted to the opinion of the reader, in the following observations, viz.

On the authority of Edwards's history of the colonies, one hundred and forty-six vessels whose burthen was twenty-one thousand four hundred and eighty-three tons cleared from Great Britain for Africa in the year 1786; from the authority of table 4, equally authentic, these cleared the same year for Africa from the port of Liverpool ninety-two ships, whose burthen was fifteen thousand six hundred and eighty tons.

On the information of the above author, it appears, that the one hundred and forty-six vessels of twenty-one thousand four hundred and eighty-three tons,

	£.	S.	D.
Entered British goods to amount of	583,052	12	7
India goods,	176,076	8	5
Foreign goods,	129,609	1	10
Total export in 1786,	888,738	2	10

The proportion therefore of goods exported to Africa from the port of Liverpool, calculated on the above tonnage amounted to 648,671l. os. od. but these clearances, excepting where debentures

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are required, are well known to be for the most part very short of the real invoice amount; it may therefore be admitted, that the goods exported to Africa were at least charged one fourth less than the real value, which one fourth part or 216,224 being added, will make the gross invoice from the port of Liverpool amount to 864,895l. sterling.

On reference to table 4, it is seen, that ninety-two vessels*, imported thirty-one thousand six hundred and ninety slaves, which valued at the rate given in the summary will amount to

	£.
Gross sale,	1,584,500
On which commission at fifteen per cent being drawn,	237,675
The nett proceeds will be,	1,346,825

On the above nett proceeds five per cent commission being drawn, the nett property remitted in bills, cash, or produce, will be 1,282,690l. os. od.†

To discover to some degree of probability the gains on the said nett remittance, endeavours must be made to determine the expense attending the transportation of the slaves, and the whole charges on the vessel until she returns to the port of Liverpool, which added to 864,895l. the amount of the invoice

* Of this number there are five for wood and teeth, which lessens the number of slave ships, but will not make much difference in the nett remittance, their returns and outfits being nearly proportioned to the whole.

† Commission 64,135
Nett remittance 1,282,690
1,346,825 nett proceeds.

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invoice will shew the whole charge attending the purchase and freightage.

In the last war, it is well known, that all the navy contracts for the transport, and other services, to any part of the world, was eleven shillings per ton, per month, it therefore follows, that if a profit arose on these contracts to government, sufficient to allow five per cent brokage on the part of the ship owners, and the same rate per *ton* per *month*, shall be given in the African trade, an advantage arises to the ship owner, or adventurer in the said trade, of five per cent on the freight; calculation therefore being made at eleven shillings per ton per month, on all the ships employed in the year 1768, in the African trade from this port, it will amount to 8,624l os. od. per month‡, and give an advantage to the ship owners of 431l. per month in the brokage.

An African voyage is generally compleated in nine months, but to remove every imputation of an arbitrary conclusion on a subject of this importance, it shall be allowed twelve months, which will make the charter amount to 103,488l. sterling, which added to 864,895l. will make the first cost of the slaves 968,383l. sterling.

The next expenditure is the provision and maintenance of the slaves, on the middle passage, which

 consisting

‡ Or 94l. on each ship, the ordinary of the navy is five pounds per month, per man, fore and aft, if the Liverpool entered seaman has 4l. monthly pay, fore and aft, the portage bill is fifty-five shillings beyond the navy ordinary, or 7l. 2s. od. per month, which averages twelve able seamen, and four articled servants to each vessel from the port of Liverpool, in this calculation of eleven shillings per ton per month, which is much beyond the real portage bill of a Guinea man.

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consisting principally of plantain, bananos, ochro, yams, potatoes, and other ground provision, together with rice, bread, wheat, &c. is so exceedingly moderate, that ten shillings sterling for each slave will be acknowledged a very ample allowance, from which arises the following

Statement, of the gains per cent on an African export.

The nett proceeds on thirty-one thousand six hundred and ninety slaves, are		1,282,690
Gross amount of goods exported	864,895	
Freight of 31,690 slaves, &c.	103,488	
Maintenance of 31,690 slaves, at ten shilling each,	15,845	
		984,228
Gains on the whole,		298,462

This general statement makes the gains upwards of thirty per cent§, and if an analysis is made of the above aggregate sums, it will discover,

The nett return, or proceeds of one slave to be,				40	9	6¾
The prime cost on the Coast of one slave‡,	27	5	10			
The freight of one slave,	3	5	3¾			
The maintenance of one slave,	0	10	0			
				31	1	1¾
				9	8	5

This

§ 30l. 6s. 5¾.

‡ It is admitted that the average prime cost of slaves has during the last eleven years been sometimes 30l. per head, and it is also known they have been at 24l. and some two years back still less, hence the prime cost here given may be admitted sufficiently near truth, for the purposes of general calculation.

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This also makes a gain of upwards of thirty per cent, or 9l. 8s. 5d. on the sale of each slave, and determines the prime cost on the coast to be 27l. 5s. 10d. as before-mentioned.

This calculation will be allowed by all judges of the African trade, to be sufficiently near the truth to justify a conclusion, that in the year 1786, the town of Liverpool returned a nett profit of 298,462l. sterling, and that during eleven years, the gains on 303,737 slaves returned in the summary, as sold from 1783, to 1793, both inclusive, was 2,361,455l. 6s. 1d. or on average, TWO HUNDRED AND FOURTEEN THOUSAND SIX HUNDRED AND SEVENTY-SEVEN POUNDS FIFTEEN SHILLINGS AND ONE PENNY *per annum**.

This great annual return of wealth, may be said to pervade the whole town, increasing the fortunes of the principal adventurers, and contributing to the support of the majority of the inhabitants; almost every man in Liverpool is a merchant, and he who cannot send a bale, will send a bandbox, it will therefore create little astonishment, that the attractive African meteor has from time to time so dazzled their ideas, that almost every order of people† is interested in a Guinea cargo, it is to this influenza, that so many small ships are seen in the annexed lists, whose initials do not appear successive, whereas a regular routine of the established African houses is

* Being 58,790l. less than was has been represented to have annually arisen from the Spanish contraband trade, to the year 1747. See page 210.

† It is well known that many of the small vessels that import about an hundred slaves, are fitted out by attornies, drapers, ropers, grocers, tallow-chandlers, barbers, taylors, &c. some have one-eighth, some a fifteenth, and some a thirty-second.

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is discovered, which yearly and successively hold the main substance of this advantageous trade, in proof whereof an extract is made from the eleven following tables of those established *firms* that annually import one thousand slaves and upwards, whereby the proportion will be discovered which they hold to that of all the rest of the adventurers.

A LIST of the houses that have annually imported upwards of one thousand slaves, the number of ships employed, and slaves by them imported from 1783, to 1793, both inclusive, whereby the proportion is seen which they have held, to all the vessels that annually sailed from the port of Liverpool during that period.

Years.	Houses.	Ships.	Houses.	Ships.	Slaves.
In 1783 there were 42 and 85 of which 13 employed 47 and imported 26,820					
1784	33	59	10	28	13,590
1785	37	73	9	36	18,020
1786	37	87	13	53	21,520
1787	27	72	8	39	17,130
1788	28	71	8	35	13,606
1789	29	62	6	32	10,752
1790	30	89	10	58	19,089
1791	38	101	10	56	19,027
1792	33	133	14	94	29,905
1793	25	46	6	24	7,325
	359	878	107	502	196,784

It will appear from this extract, when comparison is made to the summary before given, that during eleven years the trade has been supported on the average by ten houses, for although in that time three hundred and fifty-nine houses have been engaged in Guinea ships to the amount of eight hundred and seventy-eight, yet ten houses are discovered on the average to have sent out five hundred and

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and two of the number so employed*, which is not only more than one half the shipping, but demonstrates, that the said shipping must have been of large burthen, by reason the number of slaves imported was nearly four-sixths† of the whole number imported during the eleven years before-mentioned.

The African trade of Liverpool is therefore clearly affianced to about ten capital houses, who by making regular and annual returns from that commerce, may be supposed to considerably increase their fortunes; but the remainder by reason of their various subdivisions can contribute little to the increase of a fortune, although the returns may sometimes timely arise to prop a tottering credit: the ship G. W. in table 4, imports one hundred slaves, which by the preceding calculation would yield a profit of 942l. 1s. 8d. when this is subdivided it is discovered, that an eight is 117l. 15s. 2d. a sixteenth 58l. 17s. 7d. and a thirty-second 29l. 8s. 10d. these retailers of blackamoor's teeth, may perhaps be benefited from these returns once in two‡, or three years, but such is not the case with the regular African houses, many of which we discover to be uniformly progressive in every table, the advantages of those whose firms are limited to three or four persons are proportionally benefited; thus in table 4, we see the initial B. D. imports two thousand eight hundred and fifty slaves in five ships, which produce a nett gain of 26,849l. if this profit is

* This is elucidated under each year's list.

† See summary before given.

‡ This opinion is warranted on reference to the above lists, where the same initial to these small ships frequently is not seen repeated for three years, and some at the distance of five, and many are never seen again.

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is in four shares it will produce to each of the interested parties 6712l. sterling†.

It may be advanced, that this return is not regular and successive; it is admitted, that a return cannot be made annually on the same ship with certainty, because in some instances an African voyage may exceed twelve months, but these instances are very few; those capital houses where the vessels appear in the annexed tables, to have been annual and regular, must be allowed to have yearly regular returns, uniform successive annual adventures producing successive annual remittances; this fact the more clearly appears from the modern method of treating, and remitting a Guinea cargo, no sooner is an account sales closed than the nett proceeds are remitted by bills, which bills are accepted by what is now termed Guarantee‡, and instantly circulated on a faith in the acceptor, and endorser only; these bills are notwithstanding established on a credit extensive as they appear precarious, three years is their present average run, which it is said is intended to be still increased one year

† The instances are very rare that one person independently engages in an African vessel, the ostensible owner having for the most part many others concerned in an adventure, although they constitute no part of the firm of the house.

‡ It was a few years since the custom to return five-eights of the nett proceeds in the vessel, or freight her home full; cash and produce were then plenty, and proportioned to the trade; the ports were all shut, both produce and bullion were shipped in British bottoms, and to British ports only, and more than proportioned to the demand; whereas the ports being now all open, the freights are become too small for the bottomry of the British vessels which trade to the sugar islands, consequently the produce of the islands is not sufficient to the payment of the several imports. Of this fact there cannot be a clearer evidence than the number of vessels which return yearly in balast or light freight to the town of Liverpool. The present method of remittance may therefore be thought most eligible, by reason of the great number of slaves and other commodities being frequently sold to foreigners, or sent to foreign ports, for which payment is made in cash.

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year more. This proceeding, while it benefits the factor‡ and Guarantee, appears to place the receiver in a very equivocal situation, when we consider the state of public credit, and the instability which commerce lately experienced in houses of the first eminence and reputation in the kingdom: these bills are numerous in the town of Liverpool, and in general circulation on a discount, therefore answer the purpose of the receiver in the first instance, being taken in payment on the faith of acceptor and indorser without hesitation or diffidence†.

The great support which the African trade has hitherto been, and still continues to be to the town of Liverpool; will receive additional proof on reference to (table 15) it will therein be seen, that *com. ann.* about one-fourth of all the ships belonging to her port have been employed in that traffic since the year 1751, and it may not be undeserving remark, that the average tonnage of the African vessels therein given, is for the most part greater, than that of the other ships, a plain proof that the burthen

‡ The factor in the first place avails himself of secure remittance to the guarantee, either by real cash or good bills, for slaves sold to the foreign settlements. The usual custom of the planter's giving bond, on the purchasing of slaves for the island plantations, gives him in the next place a douceur of six per cent, until payment is made by produce: which by reason of the long acceptance of the first bill, he is enabled to remit in proper time, to secure his guarantee in the payment, and during the convenient revolution of three years, the produce timely arrives to discharge the remainder. This modern refinement on traffic, creates a running availment of six per cent to the factor for three years on every cargo, exclusive of his usual commission; gives an agreeable annual douceur to the guarantee on this side the water, and secures the merchant a timely payment of his outfit at the common discount, or in other words enables him to borrow money at five per cent, on the joint security of himself and acceptor.

† If indulgence is given to this general calculation on the gains of the African trade at the present day, it will by every impartial reader, be allowed as nearly allied to truth as the materials could accomplish.

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then of all the vessels in that trade has been the largest‡ employed in the Liverpool commerce.

The progress and increase of the African trade may be nearly conceived in the following statement.

Years.	Ships.	Tons.	Tons.
In 1730 there were	15	burthen 1111	
1751	53	5334	increased 4223
1772	89	9124	3790
1792	136	24544	15430

From 1730, to 1792, the African ships have increased one hundred and twenty-one, and in the year 1792, the tonnage is almost five times greater than in the year 1751, which opposed to the difference of the number of ships employed, will shew their burthen to have been greatly increased.

On reference to table 16, the advantages which the town of Liverpool maintains in the African trade, against that of the whole kingdom, will still further manifest her superiority in this lucrative and important traffic, it will there appear, that the mean proportion of ships and tonnage from the year 1744, to the year 1786, was as one to 1, 6, or about *five-eighths* of the African trade of the whole kingdom of Great Britain.

On a review of the progress of the general trade of this town since the year 1730, when it began to be strengthened by the two important branches of commerce already mentioned, it will be seen uncommonly great; it appears in table 12, that the

‡ Greenland ships are not considered in this remark.

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the burthen of British vessels which entered and cleared from this port in the year 1730, is but seventeen thousand eight hundred and thirty-four tons; in the first following twenty years†, it advanced to thirty thousand one hundred and eighty-one tons, being almost double; the next twenty years it increased to seventy-four thousand nine hundred and fifty tons, being as 1, 24, to one, the next twenty years it advanced to 218,561 tons, being as 2, 96, or nearly three to one.

The foreign trade which in the year 1730 was almost too insignificant for notice, we perceive on reference to table 12 to advance with equal rapidity; in the year 1730, she entered and cleared only seven hundred and thirty tons of shipping; in the first twenty years she increased to two thousand five hundred and twenty-one tons, being as 3, 45, to one; the next twenty years she increased to nine thousand eight hundred and forty-two tons, being as 3, 905, or nearly 4 to one; the next twenty years she advances to forty-one thousand eight hundred and nineteen tons, being as 4, 25, to one; such are the periodical gradations of the British and foreign trades of Liverpool from 1730, to 1792, but when the British trade in the year 1730, is separately examined and proportioned to the present time, the increase will be found as 12, 25‡, to one, but this advance, large as it may be conceived, is little more than the fifth part of that of the foreign

† 1751 is more than 20 years, but the addition of one year in the most in calculations can make little difference.

‡ In 1730 the British entrances and clearances were 17834 tons. In the year 1792 they were 218561 tons, or about 12 times more than in 1730. (See table 12)

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reign trade, which has increased as 57 to one‡. *Hence the* BRITISH COMMERCE *of Liverpool in the year* 1792, *was* TWELVE TIMES *greater than in the year* 1730, *and the* FOREIGN COMMERCE FIFTY-SEVEN *times greater than at that period.*

Let us next examime the proportion which the foreign connexion of the town of Liverpool held to the rest of the kingdom, at and after the year 1730. On reference to table the 13th, it is seen, that she had then about a thirty-fifth part of the foreign trade of the kingdom; and after various revolutions the same table indicates, that in the year 1792, her share of the foreign trade was as 3,966 to one, or nearly one fourth part of that of the whole kingdom. It also appears, that her advances in the foreign trade were greater from 1730 to 1792, than that of all the rest of the kingdom, (see table 13th) for in 1730 she had only 730 tons† of foreign shipping, and all England had 25345 tons. In 1792 Liverpool had 41819 tons‡ of foreign shipping, making an increase as 57,29 to one§, and Great Britain had 163778 tons, making as only 4, 954 to one‖. *hence the foreign trade of Liverpool has increased the last sixty years,* FIFTY-TWO *times more than that of all the kingdom.**

The

‡ In 1730, the foreign entrances and clearances were 730 tons. In the year 1792 they were 41819 tons, or about fifty-seven times greater than in the year 1730. (See table 13.)

† In 1730 Liverpool had 730 tons foreign shipping, the rest of the kingdom 24615 tons, making together 25345 tons, being the clearances of all the foreign vessels in Great Britain at that time. (See the table 13.)

‡ In 1792 Liverpool had 41819 tons foreign shipping, the rest of the kingdom had 121959 tons, making together 163778, the clearances of all the foreign vessels in Great Britain. (See table 13.)

§ 41819 is to 730, as 57, 29 to one.

‖ 121959 is to 24615, as 4, 954 to one.

* It is not to be understood that Liverpool had fifty-two times more foreign trade than the rest of the kingdom, but that the foreign connexion of her own part had increased fifty-two times more than it was in the year 1730.

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The general progress and advances of the trade of this town since the year 1730, being as accurately demonstrated as the materials from which they have been selected will admit, endeavours will be made to shew the effects which about sixty years have produced from the united endeavours of the commercial part of its inhabitants, we shall then no longer be surprized at the great increase of the town, number of inhabitants, and constant expensive erections. The wonder on the contrary will be that it is not more extensive, more magnificent, and more abundant than it now appears.

The authority of a laborious and well-informed author will lead to a discovery of the proportion of the trade of Liverpool in the year 1798, to that of the rest of the kingdom; it appears in his estimate, there then belonged to Great Britain 10423 ships, whose burthen was 1168468 registered tons.

Of this number we are informed from the same† authority, Liverpool had 584 ships‡, whose burthen was 92098 tons, this proportion therefore of shipping calculated on the tonnage, was as 1 to 12, 68, or about the twelfth part of that of the whole kingdom of Great Britain.

In the said year we are informed by the same judicious author, that the British entrances and clearances at London, were 367958 tons, and the foreign entrances and clearances 106008 tons, which together make 473966 tons.

The

† Chalmers.
‡ See table 15th.

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The Liverpool entrances§ and clearances in the same year were 218561 tons, and the foreign entrances and clearances 41819 making together 260380 tons‡, the proportion therefore of her entrances and clearances was to those of London in the year 1792 as 1 to 1, 82 or more than one half.

In the same year there entered and cleared out of all the kingdom, British and foreign, 1565154 tons, and from Liverpool 260380†; the proportion therefore of the British and foreign Liverpool trade to that of all England, was as 1 to 6,011 or about the sixth part of that of the whole kingdom of Great Britain.

From these remarks, together with the following selected tables, supported on one part by the testimony of two modern authors||, who have favoured mankind with many judicious and sensible observations on the African and general commerce of the kingdom, and on the other, by the local experience and earnest endeavours of the author to obtain accurate information of other interesting materials. The following conclusions on the present state of the trade of Liverpool may be justly allowed by every impartial reader.

First. That one-fourth of the ships belonging to the port of Liverpool are employed in the *African* trade.

Second. That it has *five-eights* of the African trade of Great Britain.

Third.

§ See table 12.
‡ For table 12, the author is indebted to Chalmer's Estimate.
† See table 14.
|| Edwards's History of the Colonies, and Chalmer's Estimate.

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Third. That it has *three-sevenths* of the African trade of all Europe.

Fourth. That it navigates *one-twelfth* part of all the shipping of Great Britain.

Fifth. That it has *one-fourth* part of the foreign trade of Great Britain.

Sixth. That it has *one-half* the trade of the city of London.

Seventh. That it has *one-sixth* part of the general commerce of Great Britain.

Eighth. That 584 ships belong to the port, whose burthen is 92098 registered tons.†

Such is nearly the state of the general commerce of Liverpool in the year MDCCXCV.

TABLE

† Chalmer's Estimate.

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TABLE I.

An *authentic list* of the vessels which in the year 1783, sailed from Liverpool to the Coast of Africa; the particular *houses* to which they belong *marked by initials*, the number of ships which sailed in the employ of each particular *firm*, and the *slaves* by *each* imported to the West Indies, and gross value of the whole.

Shippers.	Ships	Slaves.
T. I. B:	7	4050
B. D.	5	3900
I. I. G.	5	3150
I. C.	4	2300
P. H.	4	2000
W. B.	3	1850
R. W.	3	1500
F. I.	2	1500
I. W.	4	1470
S. W.	3	1400
T. W. E.	3	1400
I. S.	2	1300
R. W. L.	2	1000
G. S.	2	950
R. W.	2	900
I. B.	2	900
T. S.	2	850
I. T.	1	800
W. C.	2	700
G. L.	1	600
W. F.	2	550
	61	33070

Shippers. brought over.	Ships 61	Slaves. 33,070
I. T. H.	2	540
I. B.	1	500
I. S.	2	500
I. G.	1	480
I. I.	1	400
W. D.	1	400
E. R. B.	1	400
W. D.	1	350
T. M.	1	350
I. S.	1	300
W. G.	1	300
T. H.	1	250
T. B.	1	250
H. B.	1	240
T. G.	1	200
I. [illegible]	1	150
T. T.	1	140
R. F.	2	120
V. F.	1	100
P. L.	1	100
I. H.	1	30
Total slave ships,	85	39170
Wood, Teeth, &c.	5	
Total in the year,	90	

Forty-two shippers for slaves only.

There are *eighty-five* ships employed this year for slaves, and *five* for teeth and wood, &c. the number of ostensible shippers for slaves is *forty-two*, but it is to be *noticed*, that the first *thirteen* employ *forty-seven* sail of ships, and import in the West Indies twenty-six thousand eight hundred and twenty *slaves*, being upwards of *two-thirds* of the whole, the remaining twelve thousand three hundred and fifty, being shared among the other *twenty-nine* adventurers.

The total number of slaves imported this year is *thirty-nine thousand one hundred and seventy*, the gross sales thereof must have amounted to the sum of *one million nine hundred fifty-eight thousand five hundred pounds* sterling.

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TABLE II.

An *authentic list* of the vessels which in the year 1784 sailed from Liverpool to the Coast of Africa; the particular *houses* to which they belong *marked by initials*, the number of ships which sailed in the employ of each particular *firm*, the *slaves* by *each* imported to the West Indies, and gross value of the whole.

Shippers.	Ships	Slaves.
B. D.	4	2500
I. G.	2	1350
P. H.	3	1350
I. W.	4	1350
W. B.	2	1300
F. I.	2	1260
B. T.	5	1200
R. W.	2	1200
T. M.	2	1080
I. C.	2	1000
W. T. E.	2	950
I. T. B.	2	900
T. S.	2	860
R. F.	4	810
W. G.	1	700
I. T.	1	700
	40	18510

Shippers.	Ships	Slaves.
brought over	40.	18,510
R. W.	1	700
I. S.	2	660
I. S.	1	600
E. R. B.	1	550
T. F.	2	550
F. R. L.	1	450
M. B.	1	450
I. I.	1	400
T. H.	1	360
G. C.	1	350
H. B.	1	260
H. I.	1	260
I. S.	1	250
N. N.	1	200
T. H.	1	200
T. L.	1	450
W. C.	1	120
	59	25320

Thirty-three shippers for slaves only.

Total slave ships, 59
Wood, Teeth, &c. 5
Total sailed this year, 64

There are *fifty-nine* ships employed this year for slaves, and five for teeth and wood; the number of ostensible shippers for slaves is *thirty-three*, but it appears, that the first *ten* employ *twenty-eight* sail of ships, and import in the West Indies thirteen thousand five hundred and ninety slaves, which is more than *half*: the remaining eleven thousand seven hundred and thirty, being shared among the other *twenty-three* adventurers.

The total number of slaves imported this year, is *twenty-five thousand three hundred and twenty*, the gross sales whereof must have amounted to the sum of *one million two hundred and sixty-six thousand pounds sterling*.

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TABLE III.

An *authentic list* of the vessels which in the year 1785, sailed from Liverpool to the coast of Africa; the particular houses to which they belong, *marked by initials*, the number of ships which sailed in the employ of each particular firm, the slaves by *each* imported to the West Indies, and gross value of the whole.

Shippers.	Ships	Slaves.
B. D.	7	5500
I. C.	5	2130
W. B.	3	2000
T. I. H.	5	1950
T. B.	5	1720
F. I.	3	1600
W. G.	2	1100
I. W.	4	1070
T. I. B.	2	1050
I. S.	2	850
P. H.	2	800
I. B.	1	700
T. F.	3	630
W. D.	2	620
R. P.	3	810
H. B.	2	600
I. S.	1	600
R. E. B.	1	500
	53	24230

Shippers.	Ships	Slaves.
brought over	53	24230
T. W. E.	1	500
T. S.	1	500
W. D.	1	400
I. L.	1	400
G. S.	1	400
I. W.	1	400
T. H.	1	300
T. M.	1	300
I. S.	2	260
I. P.	1	220
W. B.	1	200
I. C.	1	200
F. G.	1	200
G. G.	1	200
I. S.	1	200
T. L.	1	200
W. D.	1	160
I. T.	1	150
T. D.	1	70
Total Slave ships	73	29490
Wood, Teeth, &c.	4	
Total sailed this year	77	

Thirty-seven Shippers for Slaves only

There are *seventy-three* ships employed this year for slaves, and *four* for teeth and wood. The number of ostensible shippers for slaves is *thirty-seven*; but it is to be observed, that the first *nine* employ *thirty-six* sail of ships, and import in the West Indies *eighteen thousand and twenty* slaves, being above *three-fifths* of the whole, the remaining eleven thousand four hundred and seventy being shared among the other *twenty-eight* adventurers.

The total number of slaves imported this year, is *twenty-nine thousand four hundred and ninety*, the gross sales whereof must have amounted to the sum of *one million four hundred seventy four thousand five hundred pounds* sterling.

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TABLE IV.

An *authentic list* of the vessels which in the year 1786 sailed from Liverpool to the coast of Africa, the particular houses to which they belong *marked by initials*, the number of ships which sailed in the employ of each particular *firm*, the slaves by each imported to the West Indies, and gross value of the whole.

Shippers.	Ships	Slaves.
B. D.	5	2850
M. B.	7	2120
I. G.	4	2000
T. B.	6	1950
W. B.	3	1900
T. W. E.	4	1650
F. L.	4	1650
P. H.	3	1580
R. F.	6	1330
I. C.	3	1300
T. F.	3	1110
I. W.	3	1080
R. W. L.	2	1000
T. H.	2	950
I. H.	3	810
G. C.	2	800
B. R.	2	570
H. B.	2	700
	64	25530

Shippers.	Ships	Slaves.
brought over	64	25530
H. B.	2	260
I. G.	3	660
I. W.	2	240
I. S.	1	500
T. L.	1	500
E. R. B.	1	500
I. I.	1	400
T. S.	1	360
I. S.	1	260
T. B.	1	700
I. P.	1	240
R. W.	1	500
W. B.	1	200
T. G.	1	200
S. H.	1	150
W. I.	1	120
I. T.	1	150
F. G.	1	100
G. W.	1	120

Thirty-seven Shippers for slaves only.	Total slave ships,	87	31690
	Wood, Teeth, &c.	5	
	Total sailed this year,	92	

There are *eighty-seven* ships employed this year for slaves, and *five* for teeth and wood, the number of ostensible shippers for slaves is *thirty-seven*, but it may be observed that the first *thirteen* employ *fifty-three* sail of ships and import in the West Indies *twenty-one thousand five hundred and twenty* slaves, being nearly *three-fourths* of the whole, the remaining *Ten thousand one hundred and seventy* being shared among the other *twenty-four* adventurers.

The total number of *slaves* imported this year, is *thirty-one thousand six hundred and ninety*, the gross sales whereof must have amounted to the sum of *one million five hundred eighty-four thousand five hundred pounds* sterling.

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TABLE V.

An *authentic list* of the vessels which in the year 1787, sailed from Liverpool to the Coast of Africa; the particular *houses* to which they belong *marked by initials*, the number of ships which sailed in the employ of each particular *firm*, and the *slaves* by *each* imported to the West Indies, and gross *value* of the whole.

Shippers.	Ships	Slaves.
B. D.	7	4400
W. B.	6	3000
T. B.	8	2230
I. G.	4	1970
F. I.	3	1850
I. G.	4	1350
T. S.	4	1250
I. W.	3	1080
R. F.	4	740
H. B.	2	710
T. H.	1	700
I. P.	3	660
S. R.	2	600
	51	20540

brought over. Shippers.	Ships 51	Slaves. 20,540
W. D.	2	500
T. I. H.	2	460
P. H.	1	450
T. W. E.	2	450
C. I.	1	400
E. R. B.	1	400
T. F.	1	300
S. F.	1	300
I. W.	2	240
D. B.	1	220
F. G.	1	200
I. F.	2	340
B. R.	1	400
R. B.	3	320
Total slave ships,	72	25520
Wood, Teeth, &c.	8	
Total in the year,	80	

Twenty-seven shippers for slaves only.

There are *seventy-two* ships employed this year for slaves, and *eight* for teeth and wood, &c. the number of ostensible shippers for slaves is *twenty-seven*, of which the first *eight* employ *thirty-nine* sail of ships, and import in the West Indies seventeen thousand one hundred and thirty *slaves*, being nearly *two-thirds* of the whole, the remaining eight thousand three hundred and ninety, being shared among the other *nineteen* adventurers.

The total number of slaves imported this year is *twenty-five thousand five hundred and twenty*, the gross sales thereof must have amounted to the sum of *one million two hundred seventy-six thousand pounds* sterling.

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TABLE VI.

An *authentic list* of the vessels which in the year 1788, sailed from Liverpool to the Coast of Africa; the particular *houses* to which they belong *marked by initials*, the number of ships which sailed in the employ of each particular *firm*, the *slaves* by *each* imported to the West Indies, and gross *value* of the whole.

Shippers.	Ships	Slaves.
I. D.	4	2149
T. B.	7	2119
B. D.	3	1920
W. B.	4	1876
H. B.	5	1609
T. W. E.	3	1365
R. F.	5	1343
T. S.	4	1225
W. D.	4	866
I. W.	3	750
I. G.	3	740
F. T.	1	700
I. W.	2	670
T. L.	2	650
	50	17982

Twenty-eight shippers for slaves only.

Shippers.	Ships	Slaves.
brought over.	50	17,9
F. I.	2	625
C. H.	2	600
I. H.	1	540
R. W.	1	500
W. S.	2	500
I. G.	2	463
T. F.	2	461
I. P.	2	416
I. I.	1	300
W. I.	1	300
I. R.	1	148
R. B.	2	145
L. R.	1	120
I. S.	1	100
Total slave ships,	71	23200
Wood, Teeth, &c.	3	
Total sailed this year,	74	

There are *seventy-one* ships employed this year for slaves, and *three* for teeth and wood, &c. the number of ostensible shippers for slaves is *twenty-eight*, but it may be deserving notice, that the first *eight* employ *thirty-five* sail of ships, and import in the West Indies thirteen thousand six hundred and six *slaves*, being more than *three-fifths* of the whole, the remaining nine thousand five hundred and ninety-four, being shared among the other *twenty* adventurers.

The total number of *slaves* imported this year is *twenty-three thousand two hundred*, the gross sales whereof must have amounted to the sum of *one million one hundred and sixty thousand pounds* sterling.

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TABLE VII.

An *authentic list* of the vessels which in the year 1780, sailed from Liverpool to the coast of Africa; the particular houses to which they belong, *marked by initials*, the number of ships which sailed in the employ of each particular firm, the slaves by *each* imported to the West Indies, and gross value of the whole.

Shippers.	Ships	Slaves.
W. B.	8	2826
I. D.	7	2663
T. B.	7	2097
H. B.	4	1106
G. C.	3	1048
I. G.	3	1012
E. B.	2	848
T. L.	3	846
T. F.	2	508
R. F.	2	438
I. I.	1	367
R. B.	2	358
T. P.	1	339
T. H.	2	338
	47	14794

Shippers.	Ships	Slaves.
brought over	47	14,794
I. A.	1	281
T. S.	1	265
I. W.	1	226
G. D.	1	216
T. H.	1	210
S. W.	1	190
I. P.	1	190
T. E.	1	176
W. D.	1	166
I. R.	1	170
I. W.	1	160
R. L.	1	145
R. W.	1	135
C. G.	1	121
A. A.	1	186
Total Slave ships	62	17631
Twenty-nine Shippers for Slaves only — Wood, Teeth, &c.	4	
Total sailed this year	66	

There are *sixty-two* ships employed this year for slaves, and *four* for teeth, wood, &c. the number of ostensible shippers for slaves is *twenty-nine*, of which the first *six* employ *thirty-two* sail of ships, and import in the West Indies *ten thousand seven hundred and fifty-two* slaves, being more than one half: the remaining six thousand eight hundred and seventy-nine being shared among the other *twenty-three* adventurers.

The total number of slaves imported this year, is *seventeen thousand six hundred and thirty-one*, the gross sales whereof must have amounted to the sum of *eight hundred eighty-one thousand five hundred and fifty pounds* sterling.

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TABLE VIII.

An *authentic list* of the vessels which in the year 1790 sailed from Liverpool to the coast of Africa, the particular houses to which they belong *marked by initials*, the number of ships which sailed in the employ of each particular *firm*, the slaves by each imported to the West Indies, and gross value of the whole.

Shippers.	Ships	Slaves.
W. B.	10	3968
I. D.	9	3705
T. B.	10	2866
G. C.	5	1412
R. F.	5	1318
T. L.	4	1236
I. W.	4	1156
T. S.	3	1152
H. B.	4	1141
T. H.	4	1135
W. T. E.	3	784
I. G.	3	723
T. H.	2	716
J. P.	3	691
I. B.	2	584
	71	22587

Thirty shippers for slaves only.

Shippers.	Ships	Slaves.
brought over	71	22,587
T. F.	2	514
R. B.	2	479
W. D.	1	427
I. R.	1	424
R. W.	1	397
N. H.	1	393
F. W.	1	339
I. R.	2	278
B. R.	1	270
R. W.	1	258
E. B.	1	225
F. I.	1	221
R. K.	1	208
A. A.	1	206
I. D.	1	145
Total slave ships,	89	27362
Wood, Teeth, &c.	1	
Total sailed this year,	90	

There are *eighty-nine* ships employed this year for slaves, and *one* for teeth and wood, the number of ostensible shippers of slaves is *thirty*, of which the first *ten* employ *fifty-eight* sail of ships and import in the West Indies *nineteen thousand and eighty-nine* slaves, being upwards of *two-thirds* of the whole, the remaining *eight thousand two hundred and seventy-three*, being shared among the other *twenty* adventurers.

The total number of *slaves* imported this year, is *twenty-seven thousand three hundred and sixty-two*, the gross sales whereof must have amounted to the sum of *one million three hundred sixty-eight thousand one hundred pounds* sterling.

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TABLE IX.

An *authentic list* of the vessels which in the year 1791, sailed from Liverpool to the Coast of Africa; the particular *houses* to which they belong *marked by initials*, the number of ships which sailed in the employ of each particular *firm*, the *slaves* by *each* imported to the West Indies, and gross value of the whole.

Shippers.	Ships	Slaves.
I. D.	8	3574
T. B.	8	2880
W. B.	8	2674
H. B.	7	2321
R. F.	8	1927
I. G.	4	1396
W. D.	3	1101
T. W. E.	4	1089
C. C.	3	1053
T. L.	3	1021
L. H.	3	925
L. W.	3	848
L. P.	3	723
L. W.	3	720
R. B.	2	706
R. B.	2	681
T. F.	2	546
T. S.	2	512
I. S.	2	487
	77	25175
Shippers brought over	77	25,175
M. B.	1	397
G. C.	2	429
N. H.	1	395
I. I.	1	367
I. R.	2	359
T. P.	1	356
I. C.	1	330
R. W.	2	326
F. I.	2	446
I. D.	2	321
T. H.	1	310
I. C.	1	300
G. D.	1	283
B. R.	1	270
R. I.	1	240
W. B.	1	230
R. K.	1	206
G. S.	1	195
I. S.	1	176
Total slave ships,	101	31111
Wood, Teeth, &c.	4	
Total sailed this year,	105	

Thirty-eight shippers for slaves only.

There are *one hundred and one* ships employed this year for slaves, and *four* for wood, teeth, &c. the number of ostensible shippers for slaves is *thirty-eight*, of which the first *ten* employ *fifty-six* sail of ships, and import in the West Indies nineteen thousand and twenty-seven slaves, being about *three-fifths* of the whole, the remaining twelve thousand and eighty-four, being shared among the other *twenty-eight* adventurers.

The total number of slaves imported this year, is *thirty-one thousand one hundred and eleven*, the gross sales whereof must have amounted to the sum of *one million five hundred fifty-five thousand five hundred and fifty pounds sterling*.

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TABLE X.

An *authentic list* of the vessels which in the year 1792, sailed from Liverpool to the Coast of Africa; the particular *houses* to which they belong *marked by initials*, the number of ships which sailed in the employ of each particular *firm*, the *slaves* by *each* imported to the West Indies, and gross *value* of the whole.

Shippers.	Ships	Slaves.
W. B.	11	3637
R. E.	10	2866
I. D.	8	2850
T. L.	9	2698
T. C.	7	2523
I. G.	8	2347
W. T. E.	7	2074
R. C.	6	1690
H. B.	5	1684
T. B.	5	1433
G. C.	4	1383
T. H.	5	1297
W. D.	4	1220
I. P.	5	1209
N. H.	2	876
B. B.	3	831
	99	30606

Shippers.	Ships	Slaves.
Brought over.	99	30,606
G. D.	3	816
I. R.	4	798
R. F.	3	784
T. R.	3	676
T. H.	3	596
R. W.	2	577
B. R.	2	576
T. S.	2	518
R. S.	2	506
F. I.	2	443
R. B.	1	432
R. P.	1	350
R. I.	1	240
R. C.	1	336
R. B.	2	320
R. W.	1	185
I. S.	1	176

Thirty-three shippers for slaves only.

Total slave ships,	133	38920
Wood, Teeth, &c.	3	
Total sailed this year,	136	

There are *one hundred and thirty-three* ships employed this year for slaves, and *three* for wood, teeth, &c. the number of ostensible shippers for slaves is *thirty-three*, of which the first *fourteen* employ *ninety-four* sail of ships, and import in the West Indies twenty-eight thousand nine hundred and five *slaves*, being nearly *five-sevenths* of the whole, the remaining ten thousand and fifteen, being shared among the other *nineteen* adventurers

The total number of *slaves* imported this year is *thirty-eight thousand nine hundred and twenty*, the gross sales whereof must have amounted to the sum of *one million nine hundred and forty-six thousand pounds* sterling.

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TABLE XI.

An *authentic list* of the vessels which in the year 1793, sailed from Liverpool to the Coast of Africa; the particular *houses* to which they belong *marked by initials*, the number of ships which sailed in the employ of each particular *firm*, the *slaves* by *each* imported to the West Indies, and gross value of the whole.

Shippers.	Ships	Slaves.
G. C.	6	1832
I. D.	3	1228
T. B.	4	1177
I. H.	4	1116
M. B.	4	1076
I. L.	3	896
L. P.	2	765
W. T. E.	2	621
T. R.	2	621
R. W.	1	539
I. C.	1	480
M. B.	1	397
	33	10748

Shippers.	Ships	Slaves.
brought over	33	10,748
I. G.	1	339
T. B.	1	333
I. S.	1	434
W. H.	1	320
T. S.	1	316
I. P.	1	283
I. W.	1	265
T. H.	1	273
B. C.	1	278
W. D.	1	213
R. I.	1	190
R. B.	1	186
W. M.	1	145
	46	14323

Twenty-five shippers for slaves only.

Total slave ships,	46	14323
Wood, Teeth, &c.	1	
Total sailed this year,	47	

There are *forty-six* ships employed this year for slaves, and *one* for wood, teeth, &c. the number of ostensible shippers for slaves is *twenty-five*, of which the first *six* employ *twenty-four* sail of ships, and import in the West Indies seven thousand three hundred and twenty-five slaves, being more than *one half*, the remaining six thousand nine hundred and ninety-eight, being shared among the other *nineteen* adventurers.

The total number of slaves imported this year, is *fourteen thousand three hundred and twenty-three*, the gross sales whereof must have amounted to the sum of *seven hundred sixteen thousand one hundred and fifty pounds sterling*.

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TABLE XII.

Of the British and foreign shipping which *entered* and *cleared* from the port of Liverpool, in the following years, calculated on a seven years average, from 1709, to 1793.

Years.	British Shipping Tons.	Foreign Shipping Tons.	Total Tons.
1709	13328	277	13605
1716	17394	977	18371
1723	17811	796	18607
1730	17834	730	18564
1737	17230	2691	19921
1744	19336	3068	22404
1751	30181	2521	32702
1758	37382	6786	44168
1765	53418	8972	62390
1772	74950	9842	84792
1779	60969	18501	79470
1786	125944	25403	151347
1792	218561	41819	260380

The above table is extracted from Chalmers's Estimate, wherein the inward and outward ships are added together, and an average taken, but in table 13, the clearances are only considered, and it may be proper to remark, that as British vessels enter at the custom-house by the registered ton, and not by that of admeasurement, which is generally supposed to be one-third more than what are contained in the register; the curious reader who wishes a more accurate statement, will calculate the British tonnage at one-third more than what is here given.

It appears by this table, that the increase of the foreign has exceeded that of the British in the port of Liverpool, for although the former languished till the year 1730, we find it increased in the year 1737, as 3, 68 to one, and if we attend to the increase of foreign traffic from 1737, to 1792 inclusive, the foreign trade will be seen to have increased as 15, 54 to one, whereas the British trade has not increased from the year 1737, but as 12, 69 to one.

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TABLE XIII.

Of the tonnage of all the foreign vessels which have *cleared out* from the several ports of Great Britain on a seven years average from the year 1709 to the year 1793, whereby a mean proportion is seen which the clearances of foreign ships in the port of Liverpool, bear to that of the whole kingdom at every septuple during the above periods.

Years.	Liverpool. Tons.	Great Britain. Tons.	Decimal proportion as 1 to
1709	277	45625	164, 711
1716	977	17493	17, 904
1723	796	27040	33, 969
1730	739	25345	34, 719
1737	2691	26627	9, 89
1744	3068	72849	23, 418
1751	2521	51386	20, 38
1758	6786	116002	17, 094
1765	8972	68136	7, 509
1772	6842	64232	9, 52
1779	18501	139124	7, 519
1786	25403	117471	4, 624
1792	41819	163778	3, 916

By these accurate statements from the office books the progress of the town of Liverpool in the foreign trade during the above periods, and the proportion which it has continued to bear to the whole kingdom during the several septuples is seen at one view, the foreign trade in 1737, appears to have advanced in favour of Liverpool, in the proportion of almost one-tenth, to that of the whole kingdom, but in the three succeeding septuples we see it decrease to 17, 094, this perhaps was owing to the Spanish war in 1739, and that against France in 1744, but from 1751, to 1758, the foreign trade began again to increase, and after that period to have maintained an average proportion of nearly one-sixth part of that of the whole kingdom, and finally it appears, that the town of Liverpool which about the year 1760, had advanced the trade from 164th part to one seventeenth, had so greatly increased her connexion in the year 1794, as to have engrossed upwards of one-fourth of the foreign trade of the whole kingdom.

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TABLE XIV.

Of the amount of the British and foreign vessels which have *cleared out* from the several ports of Great Britain, from the year 1709, to the year 1793, on a seven year's average, whereby a mean proportion is seen which the clearances of the town of Liverpool bears to that of the whole kingdom,

Years.	Clearances at Liverpool	Clearances from Great Britain.	Decimal proportion as 1 to
1709	12636	289318	22, 888
1716	18872	456309	24, 179
1723	18373	419683	22, 842
1730	19058	467574	24, 529
1737	22350	503568	22, 531
1744	20937	446666	21, 238
1751	33693	661184	19, 594
1758	44779	505844	11, 296
1765	63618	708008	11, 129
1772	72779	860175	11, 818
1779		730035	
1786		1130370	
*1792	260380	1565154	6, 0111

* This last extract is from Chalmers's Estimate.

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TABLE XV.

Of the number of vessels, and tonnage belonging to the port of Liverpool on a seven year's average from 1709, to 1793, whereby the proportion will be seen which the ships of Africa during that period, bear to that of the rest of the Liverpool vessels which sailed from the port.

In addition to which, columns are given of the average tonnage of the ships in the two departments during the above periods.

	Belonging to the Port.		Sailed to Africa.		*Decimal Proportion.*	*Average tonnage of town ships*	*Average tonnage of African ships.*
Years	*Ships*	*tonnage.*	*Ships*	*tonnage.*			
1709	84	5789	1	30			
1716	113	8386					
1723	131	8070					
1730	166	9766	15	1111	8, 79	57	74
1737	171	12016	33	2756	4, 359	67	83
1744	188	13772	34	2698	5, 104	72	80
1751	220	19176	53	5334	3, 95	82	100
1758	243	21093	58	5413	3, 89	85	93
1765	253	25472	70	7449	3, 419	99	106
1772	314	33453	89	9124	3, 66	108	103
1779	327	34838	83	9217	3, 78	105	111
1786	465	49541	92	16234	3, 051	90	176
1792	584	92098	136	24544	3, 75	150	188

By this table it appears, that since the year 1751, the average proportion of the African vessels to that of the other ships belonging to the port has been as *one* to 3, 641, consequently almost *one-fourth* of all the shipping belonging to the town of Liverpool has since the year 1751 been employed in the African trade.

The average tonnage of the shipping (in the two last columns) shews the gradual advance of the size of the vessels employed in the port belonging to the town at the different periods therein set forth, and the superior burthen of those employed in the African trade.

*** In this calculation the ships and tonnage of the African vessels are deducted from those belonging to the town before the tonnages of each ship is found, thus in 1792 it appears, that 584 ships of 92098 tons belong to the port, from which the African vessels being deducted leave 448 belonging to the town of 67554 tons, and 136 of 24544 tons belonging to Africa, which make the 584 ships of 92098 tons then belonging to the port, and gives the average tonnage of the former 150 tons, and of the latter 188 tons.

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TABLE XVI.

Of all the ships employed in *Great Britain* in the African trade, and of those employed in the same trade, from the port of *Liverpool* from the year 1709, to 1793, whereby the proportion is seen which the African trade of Liverpool during the above period, bears to that of the whole kingdom on a seven year's average.

Years.	Great Britain ships.	Liverpool ships.	Decimal proportion of ships.		Great Britain tonnage.	Liverpool Tonnage.	Decimal proportion of Tonnage.		proportion of Ships and Tonnage.
1709	38	1		38	4430	30	147,	66	92, 83
1716	32				3532				
1723	55				5278				
1730	111	15	7,	4	10416	1111	9,	37	8, 38
1737	109	33	3,	303	10560	2756	3,	83	3, 566
1744	53	34	1,	558	4326	2698	1,	6	1, 575
1751	94	53	1,	773	9843	5334	1,	845	1, 809
1758	103	58	1,	82	10038	5413	1,	85	1, 88
1765	144	70	2,	057	16358	7449	2,	19	2, 123
1772	156	89	1,	75	16601	9124	1,	818	1, 784
1779	100	83	1,	204	11110	9217	1,	205	1, 2045
1786	118	92	1,	28	17238	16234	11,	061	1, 171
1792		136				24544			

The ships and tonnage employed in GREAT BRITAIN, are extracted from a regular table in Edwards's History of Colonies.

The mean proportion of the ships and tonnage in 1709, is as one to 92, 83, whereas the remaining thirty-seven employed in Great Britain was four thousand four hundred tons, which makes the average burthen about one hundred and twenty tons, a plain proof of the weakness of the Liverpool African trade at that time, the comparative large tonnage of other ships may be ascribed to the then existing Assiento contract, which from the beginning of the present century to this period greatly encouraged the African exports, as appears by the following authentic lists of the vessels engaged from the port of London from 1701, to 1707, while that of Liverpool was entirely dormant.

In 1701 the African trade from London had				104 ships.
1702	-	-	-	72
1703	-	-	-	56
1704	-	-	-	50
1705	-	-	-	45
1706	-	-	-	42
1707	-	-	-	31
				400

The trade to Africa therefore at this early period appears to have been in full vigour, employing on the average fifty-seven ships per annum.

SECTION

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SECTION XI.

The Government, Customs, and Manners of the Inhabitants.

THE corporation of Liverpool is empowered by charter, to enact laws for the better and more effectual regulation of the police of the town, but of whom that corporation shall be formed seems even at the present day to be undetermined; the prevalence of party has established two corporations, viz. the old, and the new, the former consists of the mayor, bailiffs, and burgesses; the latter of the mayor, bailiffs, and common council.

The small historic pages of this volume, will not admit of the numerous extracts from Charters*, and other documents necessary for explaining the authority on which each party ground their pretensions. In the year 1791, the old corporation resolved to try the issue of their claim at the Lancaster assizes; which after various learned arguments was decided in favour of the mayor, bailiffs, and burgesses, who were thereby impowered to enact and

* Extracts from the clauses in the several charters necessary for elucidating the various facts relating to the government and police of Liverpool, are placed at the end of this section, for the satisfaction of those whose curiosity may incline them to peruse them.

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and enforce all future laws, totally invalidating the exclusive power heretofore maintained by the common council, of making the said by-laws.

The new corporation, notwithstanding the said decision, moved the Court of King's Bench for a new trial, which came on before Lord Kenyon, when a verdict was obtained for the defendants, thereby constituting and confirming the powers of the corporation to be vested in the mayor, bailiffs, and common council, which is at present existing; the evidences given on this trial, shew, that the charter of Charles the first, by what the lawyers term *inspeximus*, is contained in that of King William, and confirms the power of making by-laws, but whether such power is vested in the mayor, bailiffs, and common council, or in that of the mayor, bailiffs and common hall of the burgesses, is not therein precisely ascertained; the disagreement of the two verdicts have determined neither; this important cause has engaged the abilities of the most eminent counsel in the kingdom, an attempt therefore to elucidate a subject that has been already so copiously and ably explained, would be not only futile but arrogant; the charter of Charles the first, and William the third, may perhaps assist the reader to draw his own conclusions on a matter in which the opinions of the inhabitants of Liverpool are still divided.

It appears by these charters, that the mayor has an undoubted authority to convene a common hall, but neither charter nor act of parliament, can compel him to call the burgesses together unless he is so inclined, and the burgesses cannot legally assemble

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themselves without such authority, nor could any one act be confirmed should a common hall be held without the assent of the mayor, and at least one of the bailiffs; this consequently in the first instance, makes the calling a common hall optional, and in the second place, when such assembly is held, the resolutions thereof are all nugatory without the concurrence of the two principal magistrates.

The charter of king William, declares the mayor and bailiffs to be a part of the common council, and that the said mayor and bailiffs shall be chosen out of the said common council, which being composed of a select number of free burgesses, they consider themselves authorized, at every vacancy in their number, to supply the deficiency, without the influence, or any application to the burgesses at large for that purpose; the principal privileges of the burgesses therefore at this time are restricted to the powers of electing the mayor from the body of the common council; and, as freemen of the town, voting for members of parliament.

The charter of king William also decidedly fixes the number of the common council to forty one, consequently their legal existence cannot be disputed, the simple question, on which the whole altercation has hitherto arisen, is their *legislative* authority, the right of making by-laws, which does not appear to be given them either by the charter of Charles the first, or by that of William the third; their actual administrative government is not disputed by the burgesses, it is their legislative authority only, which they seek to arrest: they allow them the governing powers of the corporation, the management

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nagement of the estates, the general expenditure, and the regulating and ordering all public business, but claim to themselves the exclusive privilege of making all by-laws, in common hall assembled.

It is affirmed by one party, that a common council existed time immemorial by prescription, but on a clear investigation of the old charters, it does not appear to be the fact, for the borough is not a corporation by prescription, the first charter extant is that of king John, which on examination will be found to carry with it the evident marks of being granted to separate individuals, *holding burgage tenements*, and therefore of the kind, of which many of the boroughs were originally composed, but evidently possessing no anterior corporate capacity; prescription implies a custom existing on the authority of a charter, heretofore existing, which from accident, or some other cause, is no longer to be discovered; and as there is no existing charter prior to king John*, there is no authority on which to ground the existence of a common council by prescription; notwithstanding the petition from the corporation of Liverpool to George the second, declares it to be a very ancient borough by prescription.

It will appear by the following extract from part of the town record†, that no common council existed in the borough of Liverpool before the twenty-second of Elizabeth, when an attempt was made to establish that body in the mayoralty of Halsall, viz.

At

* Enfield in his history says, a charter was granted in the year 1229, by Henry the first; but in this he is evidently mistaken.

† See a regular extract of the whole record at the end of this section.

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At an assembly holden in the common hall of this town, the 14th of January, the twenty second year of the reign of queen Elizabeth, before the mayor, with all his brethren, the aldermen of the said town, and a great number of the common burgesses, it seemeth there ought to be, among other things, a common council within the same, of the mayor, aldermen, and twenty-four others. The sense of this record seems to imply, that a common council had not heretofore existed, either by prescription, custom, or charter, nor does this establishment appear to have been at that time with the consent, or by a delegation of the burgesses; whereas the burgesses suppose and insist, that the common council ought to be a delegated body elected by them, and answerable to them for their conduct, and that in all cases of vacancy by death, or removal, the new common councilman should be elected and returned by them as their delegate, according to the custom of most of the great corporations of the kingdom.

The common council on the contrary, claim to be a separate and distinct body from the burgesses, not controlable by them, not removeable by them, nor elected by them, but elected in perpetuity by themselves, they advance in support of this claim the following clause in the by-law before-mentioned in the mayoralty of Halsal, twenty-second of queen Elizabeth, extracted from the town record, viz.

It is further agreed, that if any of the said council shall happen to avoid by death or otherwise, that then the rest of the said council which shall remain, or the greater number of them, shall in the next common assembly, after such avoidance had, elect, and choose another to supply that

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that default, and so as often as any such want shall happen to be, others from time to time to be chosen then in place, so that the common council be not decayed in number, in any wise, all and every such person to be sworn upon the oath‡ hereafter following, and now ministered to every of the said common council, elected at this present.

It will however be seen on reference to the petition† presented in 1751, to George the second, that the said petition maintains no claim of the common council to this, or any other by-law, it recites only, that the charter of king William declares, *that there shall be for ever, forty one good and discreet burgesses, who shall be called the common council,* but that the said charter omits to give them the least power, in express words; the petition therefore prays, that such powers may be given them as his majesty in his great wisdom shall think fit, but in the charter granted by George the second no notice is taken of this part of the prayer of the petition, notwithstanding every other request is granted§.

These are the general outlines or summary of the existing different claims of each corporate body, to the legislative authority of the borough, it remains for the reader to draw his own conclusions on this important subject from those clauses of the different charters which refer to that subject. The existing corporation, whose by-laws and authorities are binding to the present inhabitants, is composed of a mayor, two bailiffs, and thirty eight common council

‡ See the form of this oath at the end of this section, which is the very oath observed at this day.

† See the petition annexed to the charters, &c. in this section.

§ See extract of said charter, annexed to this section.

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cil, making the forty-one members, established and confirmed by the charter of William the third, in which, and that of Charles the first, all the preceding charters are immersed; these two charters confirm all the privileges and powers of the corporation, which are in some small degree enlarged, by that of the twenty-sixth of George the second, constituting and appointing forty-one free burgesses to be a common council, of which the mayor, and one of the bailiffs must be two, a recorder, treasurer, town clerk, sword bearer, sub-bailiffs, deputy recorder, together with the powers to constitute and appoint inferior officers, &c.

By the charter of George the second, the mayor for the time being, continues to act as justice of the peace for four years after the expiration of his mayoralty, and the four aldermen for the time being, next the senior alderman, while they remain members of the common council, shall be additional justices of the peace; granting also to the recorder to act as a justice of the peace, together with full powers to choose such person for his deputy as he shall think proper.

Liverpool is a very ancient borough, the first existing charter is that of king John in 1203, the second is that of Henry the third 1216, the third is that of Edward the third, 1326, the fourth is that of Henry the fourth, 1399, the fifth is that of Philip and Mary 1553. the sixth is that of Charles the first, 1626, the seventh is that of Charles the second 1676, the eighth is that of James the second 1685, the ninth is that of William the third 1695, the last is that of George the second 1752, it was not however

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ever until 1216, in the reign of Henry the third, that the borough was incorporated by the name and stile of the Mayor, Bailiffs, and Burgesses of the town of Liverpool, and made a free borough for ever; this charter directs, *That there should be a Guild, and that no person not of that guild, should make merchandize there, unless with the free consent of the said burgesses.* By this charter it is evident, that no foreigner, nor any person who is not a freeman, can keep open shop, or exercise any public trade, without the consent of the said burgesses, or the corporation for the time being. Notwithstanding this early incorporation of the borough, no records are discovered until the middle of the sixteenth century, making a period of about 340 years, the most early entry in the corporation books, is in the year 1555, a history of Liverpool, deficient of so important a guide, can therefore give nothing more than an irregular and dubious information of the state of the town, or its inhabitants in the 13th 14th and 15th centuries, nor can a progressive information be obtained of the proceedings of the town even from the records which appear, at and after the above periods, by reason of the various chasms‡ and defalcations which are seen in the corporation books from that time to the present, a regular extract therefore of any important fact necessary to an elucidation of this history appears impossible; leaves are wanting in many of the books, these deficiencies appeared in early times, and became so frequent, that a regular register of the transactions of the corporation could not even then be

‡ After Halfall's by-law, there follows a chasm in the record of thirty-one years, for the first entry after the year 1579, is on the 7th of January 1610.

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be discovered, and finally became so alarming, that the following by-law, or order†, was made by the corporation in the year 1676, to prevent similar injuries to the future chronology of the town.

1676, *Nov.* 1. *At a council, resolved upon the question, that the rending, cutting, or pulling out of leaves and pages out of the ancient books of records of this town, wherein the interests of some particular persons, who have formerly been mayors of this town are touched and concerned, gives this corporation a caution not to give the power of it to any of their heirs or assigns to do the like, and that it will not be safe for this corporation to lodge the ancient books and records in the hands of those who claim under such persons.*

Notwithstanding these impediments to a regular and successive record of the proceedings of ancient times, some few interesting entries have been extracted, which may lead to a discovery of some particulars relating to the transactions of the last century, among other matters it appears, that the mayor and bailiffs when properly and regularly elected are obliged under penalties to serve the office, an instance of this is recorded so lately as the year 1782§.

The mayors of Liverpool on some controverted instances have also been removed, and others deputed by the king to act in their stead, from which intervening power their charters do not appear to exempt

† This is a true extract from the original record, now in the corporation books.

§ "Mr. John Brown was chosen Mayor in the year 1782, who refusing to "serve the office, there was a prosecution against him in the court of King's "Bench, and he served the office." There is also a record of a Bailiff being fined for not serving the office.

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exempt them, there is a very singular instance of this fact recorded in the books of the corporation.

It appears by the following extract from the town record, that in 1694, Alexander Norris was mayor, and for some cause turned out of his mayoralty, and Thomas Johnson senior, appointed by king William in his stead.

A new charter being obtained, Alexander Norris was turned out of his mayoralty, and Thomas Johnson senior, was nominated by his majesty to be in his room, and took the office upon him.

1695, *Oct. 7th. Thomas Johnson, qualified as mayor under the charter.*

The following record, leads to an opinion, that the mayors of Liverpool, or the corporation in the sixteenth century, and during great part of the last, were very despotic in their government, or that the burgesses at that time were very libellous and troublesome; the following by-law to punish delinquents who abused their superiors, is as singular as it is curious.

1617, *April 15th. That if any person shall speak evil of the mayor, he shall lose his freedom.*

This is a very laconic by-law, and appears to have been strongly inforced, the instances are numerous that are recorded during the last century, of persons being disfranchised, it is however at the present day obsolete and unnecessary, the conduct of the modern chief magistrates being now too up-

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right to deserve reproof, or themselves too lenient to enforce an observance to the law.

The first survey† taken of the town, and first enumeration of the inhabitants of Liverpool, appears by the following records to have been on, or about the year 1646.

1646, *Dec. 22d. That an audit shall be held, and a survey taken of the whole town.*

1646, *Oct. 21st. That a catalogue of men fit to bear arms shall be taken.*

These orders were made two years after the siege of the town, by prince Rupert, and as there is no record of any prior survey having been taken, a conclusion follows, that this was the first ever made of this town.

It appears by the following record, that on, or about this time the town was of too little importance to support a treasurer, the bailiff for the time being, filling that office.

1646, *July 8th. That the bailiffs shall attend the mayor with their accounts.*

The town of Liverpool, as before remarked, by the charter of Henry the third, can prevent any foreigner exercising public trade within its jurisdiction;

† The editor of this history does not know if the corporation is in possession of this plan, which must afford great satisfaction to such as are curious in matters of antiquity.

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tion; of such importance has this exclusive privilege been formerly considered, that several by-laws have been made to maintain and enforce it, the following extracts of various entries for that purpose, recorded in the books of the corporation, will shew how much they valued the powers given them by this charter.

1641, *July 12th. That non-freemen shall not be permitted to exercise any trade in the borough.*

1664, *March 6th. That persons taking apprentices, shall enrol their indentures in the town clerk's office.*

1676, *That foreigners shall not be made free, without a special order of the corporation.*

1686, *June 14th. That all freemen shall cause their apprentices to be enrolled in the town clerk's office, within a month after the date of their indentures, upon the penalty of thirteen shillings and four pence.*

How strictly soever these by-laws might heretofore have been observed, they appear at this day to be little regarded; prudence and policy, seem ultimately to have united in the toleration of a privilege, inimical to the confirmed principles of their progenitors, not that the same diffidence and jealousy of strangers does not still prevail, but that the great influx of Irish and Welch, of whom the majority of the inhabitants at present consists, have so much extended the number of their buildings, augmented their circulating cash, and caused so great an addition to the coasting and trading vessels, that a connivance at those proceedings they were not inclined

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inclined outwardly to encourage, has been thought not only necessary to the improvement of the town, but to the increase of the people; it is not undeserving remark, that notwithstanding strangers are tacitly permitted to carry on public business, an attempt to reside amongst them is seldom successful, unless assisted by affluence, or availed by an advantageous correspondence. Confirmed in originality, and inflexible to variation, they are not only diffident of innovation, on the appearance of a dependent alien, but fearful of his participation of any of their local advantages; it is therefore that strangers are seldom made free of the town by purchase; it may with certainty be said an instance thereof was never known; the by-law in 1676†, almost amounts to a positive interdiction to this privilege.

The revenue of the corporation is about 20,000l. per annum, exclusive of the large annual amount arising from the dock duties, but as the yearly statements of the latter shew them to be mortgaged for nearly as much as they are worth, and the corporation estates believed to be much embarrassed, the nett revenue arising to the public treasury, cannot be truly given.

On the 18th October*, the mayor and bailiffs for the ensuing year, are chosen by the voice of the free burgesses of the town, this election is held at the exchange, from whence the elected mayor is chaired to his house, the annual custom is also observed of riding

† That foreigners shall not be made free, without a special order of the corporation.

* St. Luke's day, see the charter.

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riding round the liberties of the town; on this occasion the mayor is generally attended by the corporation and principal inhabitants on horseback, together with a numerous body of freemen, who join the cavalcade, and display various colours in honour of the day.

A general session (of which public notice is always given) is held four times a year in the town hall, at which the number of justices on the bench must never be less than two; at each session prisoners are tried who are not guilty of offences cognizable at the county assize. The mayor used to attend in the town clerk's office over the exchange† every day between the hours of twelve and two, to hear any complaints, and punish any offences committed against the general ordinances of the town, and for transacting all other public business; a court of request was also held at the exchange every Wednesday. The act for establishing this court was obtained in the year 1751, and ordains, that seventeen commissioners (among whom should be the recorder, two aldermen, four common councilmen, and the remaining ten discreet and reputable inhabitants of the town) should be monthly appointed by the common council, who upon proper notice shall be impowered, and required to sit as a court of justice every Wednesday for the relief of such creditors as may sue in the said court for the recovery of debts under the value of forty shillings. This

† Since the great fire on Sunday the 18th of January 1795, which burned the whole interior of the exchange to the ground, these courts, and all public meetings, have been held, by appointment of the mayor, in such other rooms and situations as have been found most eligible for the purposes required.

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This borough returns two members to parliament, who are chosen by the vote of the free burgesses; the number of these burgesses, notwithstanding the inhabitants are calculated at nearly sixty thousand, does not exceed three thousand; the return would perhaps be nearer the truth, was it two thousand five hundred, this disparity however does not appear to arise from a deficiency of claimants, the instances are numerous of persons who follow public business, and are free by indenture, but are unwilling to be at the expense of taking up their freedom, and to be enrolled burgesses, which yields little advantage to common tradesmen, and the lower order of people. Merchants and others concerned in shipping are availed on exportation and importation‡, by being free of the corporation.

The records† inform, that in the year 1667, the town was divided into five districts, or wards, to which the following churches have been given, St. Nicholas, St. George, St. Peter, St. Thomas, and St. John, from which the districts are now named; the corporation for the more effectually preserving order and decorum therein, have to each of these districts, or wards, appointed one head constable, and two assistant constables, and for the more readily finding their abodes, each of these officers has his name and office painted on a board and fixed to the outside of his dwelling.

The

‡ Freemen of Liverpool are exempt from the payment of the town dues on importation or exportation of goods proved to be their own positive property, to which aliens of every description are liable.

† 1667, 20th June. That the town should be divided into five divisions or wards.

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The by-laws for the well-governing the inhabitants, are numerous, and salutary; hackney coachmen, chairmen, carmen, porters, and all manner of persons publickly employed in this town, can neither insult nor impose on the inhabitant or stranger, with impunity. The fares and demands of this order of people, are regulated and printed for the government and direction of those who may have occasion to employ them; but it is somewhat remarkable, that no rules are settled, for such boats as apply on the river Mersey, for occasional passengers; the demand of these boatmen in all instances, being optional, is frequently arbitrary and imposing, nor will they sometimes carry a fare, when required, unless the passengers will wait the will of the boatmen; the inhabitants of the town have long looked to the corporation for a removal of this inconveniency, but hitherto without success.

Great care and attention is given by the magistrates to preserve order and proper decorum in all degrees of people on the sabbath day; the churches are in general well filled, and examples held forward to the lower order of people, by the attention which their superiors give to divine worship; not that piety, or the moral duties of life are more innate to the inhabitants of Liverpool, than to those in other parts of the kingdom, happy if they regulate the conduct of the week, by the wholsome advice they receive from the pulpit.

No disorderly assemblies are seen in the streets, no persons tippling in public houses; nor are places of entertainment of any kind open for the reception of any order of people in the time of public worship, and

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and that a strict observance may be given to this commendable regulation, the mayor's officers, and other proper persons, are at that time appointed to parade the streets. This external appearance of order and dominical propriety, seems limited to the streets and residences of the principal inhabitants only! it is no unusual thing to see a great number of girls, and many of the inferior inhabitants of the town, assembled in the evenings at various diversions, in the narrow streets and outlets of the town, to the great annoyance of such of the inhabitants as are disposed to a peaceable and quiet residence, even the squares are not exempt from this nuisance, where it is common to see boys and girls playing at ball, and other diversions, every Sunday afternoon.

The town of Liverpool, if ever it shall be compleated, on the present intended plan, will exhibit some of the new streets, well laid out, and uniformly erected, the period of their completion is, however, thought to be at a great distance; but whatever improvements may be hereafter made, there is nothing can ever render the town safe and commodious to the foot passenger, but a general alteration in the construction of the numerous cellars which in many streets project to the very center, and often, even to the extremities of the foot path; this terrible nuisance abounds so plentifully and successively, in almost every street, that the eye must be constantly engaged, to avoid the unhappy consequences which are frequently known to arise to the unguarded passenger; people often lose their lives by falling into these caverns, and broken limbs, from the same cause, are so frequent, as to be little regarded; this

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this dangerous nuisance, which none but a jury of surgeons would wish to continue in its present state, seems seriously to demand the attention of the corporation.

The streets are in general well, but not pleasantly paved; the foot paths, called here parapets, are disagreeable and offensive, they are all laid with small sharp pebbles, that render walking in the town very disagreeable, particularly to ladies; there is not one street in the whole town that is regularly flagged. To avoid the sharpness and inconveniency of the pavement, the foot passenger for the most part walks on the curb, to which he is still further induced, as thereby he avoids the danger which might otherwise arise to him by reason of the projecting cellars; this comfortable relief to the feet of the passenger is however in time rendered less pleasing, by frequent use the friction is thereby so great as to wear them into deep cavities, which in rainy weather become full of water; at this season, and during the greater part of the winter, the foot paths are generally dirty, the pebbles gathering mud in their interstices, and as the custom is not general, of daily sweeping before the houses, it soon becomes a clammy dirt, which adheres to the feet of the passenger, and by these means is carried into all the public shops, which are thereby rendered wet, dirty, and disagreeable; a stranger cannot reconcile the cause of not flagging a town so conveniently situate for importing the materials, when almost every petty town in England has not omitted this eligible and agreeable improvement.

The situation of Liverpool causes the upper

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parts to be clean during violent rains, but the lower parts are at that time always inundated, and sometimes to an alarming degree; Paradise-street, which may not be improperly called the sink of Liverpool, notwithstanding the many good houses therein contained, always experiences the greatest inconveniency after heavy rain or snow, a succeeding thaw produces so great an influx of water, from the two acclivities which gird the northern and southern limits of the town, that the inhabitants of this street are often flooded, even into their shops, while the unhappy troglodities are in constant danger of drowning, being frequently floating in their beds, together with all their furniture, before they are sufficiently awake to be sensible of that danger, from which they often find it difficult to make a timely escape; this street is often two or three days one continued river, and nothing is more common on abatement of the flood, than to see ship's pumps discharging the nuisance, and where they cannot be had, persons up to their middle in water, bale it into the street.

The streets are generally well cleaned by scavengers, who are regular, and diligent in their duty, but in the execution of their business, while they remove one evil, they never fail to create a greater; the soil instead of being immediately carted away, as in London, and other places, is raked into heaps about 12 feet by 8, and two feet deep; these Cloacenian repositories are common in every part of the town, and remain eight or ten days, and sometimes longer, before they are carted away, whereby passengers in a dark night, and often in the day, tread in them to the mid-leg, and children are sometimes

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sometimes nearly suffocated by falling into them; the exhalations in Summer by reason of these assemblages of soil, being exposed many days to the sun, have a most pungent effect on the olfactory nerves of the passenger, nor are the inhabitants of those houses which are situated near them insensible of the pernicious effects of their effluvia on their health and constitution.

The lamps in Liverpool are numerous, and the greater part have double burners, but exclusive of the docks and some particular streets, they are seldom seen to burn well; and in many of the ordinary parts of the town, they are out at a very early hour, watchmen are stationed in every part of the town, and are generally attentive and vigilant in their duty; burglaries are very seldom committed, the instances are very rare of street robberies, notwithstanding the number of disorderly people, which must be supposed to be constantly fluctuating in a seaport town; the peccadillos are for the most part such as seem to be rather effected by the urging hand of necessity, than from principle or inclination, and in many instances undeserving the punishment which the black letter of the law gives to their delinquency.

The Mayor's Court, to the honour of the executive government of the town, permits no infringements of the by-laws to pass with impunity; neither wealth, distinction, nor power, is any barrier to those amercements to which their irregularities may make them liable; obstructions in the streets, wharfs, and other improprieties by the most eminent man in the town, are on representation immediately

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mediately punished by fine, in common with the most ordinary porter, or carman, with this distinction, that the mitigation of the fine, which is sometimes given to the indigent trespasser, is never allowed to the affluent, nor is any indulgence given in the weekly publication of offences in the newspapers, the name and offence of the first man in the town, being recorded in the same list with that of the meanest mechanic.

The several docks, in a more particular manner engage the care and attention of the corporation; their security, by reason of the great number of shipping constantly contained in them, is of the utmost importance; various are the by-laws and acts of parliament which have from time to time been obtained for their government; the watchmen on these stations may be said to be never resting, a constant patrole continuing the whole night, who see that due observance is paid to the many rules and orders made for their regulation, particularly that no fires nor candles are permitted after a certain hour, nor at any time to be carried on board but in lanterns properly secured; these docks are well defended by chains, extended to a range of posts, placed at convenient distances for that purpose; notwithstanding this commendable security, accidents frequently happen of persons falling into them, for whose relief and assistance, large drag poles are publicly placed, under the custom-house.

There is a fire-bell in the public market-place, which is immediately rung on the first information of that misfortune; in addition to this notice, on extraordinary occasions, a drum is beat through the

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town, to inform and alarm the inhabitants; who are well supplied with good engines, and manual assistance is ever ready to extinguish and prevent the spreading of the calamity; this application is generally successful in common accidents, if timely given; but whenever the conflagration is extended; and the igneous powers are become violent and predominant; the want of an early and sufficient supply of water, protracts that resistance to the strength of the flames, which would otherwise be effected; this melancholy truth was too fatally confirmed at the fire which burned the whole interior of the exchange to the ground; the alarm was given early in the morning, when the flames were visible, but not violent; engines and manual assistance were speedily ready; but there was no water; messengers were dispatched to all parts of the town, to awaken and inform the water carriers of their required assistance; these people had afterwards to rise, harness their cattle, and drive their empty tuns, some of them half a mile, to pump them full, and drag them perhaps more than that distance, to supply the hitherto empty engines; the mind is immediately reconciled to the consequence of waiting more than two hours for water, the fire thereby became so strongly embodied, as to shew defiance to every endeavour to oppose its violence, and the whole of the building in a few hours became a heap of ruins.‡

A supply of water to the town of Liverpool was found so expedient at the beginning of the present century;

‡ Water was finally brought by all the carts in Liverpool, and in great plenty, but notwithstanding every expedition was used, too late to produce the required effect.

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century; that it was in contemplation to form an aquaduct from Bootle for that purpose; but the intention was never effected; the corporation appear to have thought the erection of pumps in various parts of the town, more eligible for the purposes of the inhabitants, and beneficial to their community, by reason it gives bread to many hundred people employed in that vocation; the intended effect in both these instances may perhaps be answered, but the security of the town, would unite with conveniency, was water brought in the manner intended when the grant was made to Sir Olave Moore for that purpose, and at the same time not only return profit to the corporation†, but give employment and support to many people.

Liverpool some years since, was partial to the celebration of various ancient customs and ceremonies, but like most other places, the improving hand of time has rubbed off the rust of antiquity, and abolished many Gothic and superstitious ceremonies; Bruin has long since been neglected, and Chanticleer crows unmolested on a Shrove Tuesday; Taurus has these four years past been placed in the Liverpool constellation free from future canine attacks; Gymnastic professors receive no encouragement to exhibit their savage entertainment, the only ancient annual commemoration remaining is termed LIFTING, this ridiculous ceremony which bids defiance to speculation to define a cause, is performed every Easter Monday and Tuesday, not only in the town but in the circumjacent parts. On the Monday, groups of men appear in different places, who lift all the women passengers they meet

† See page 86.

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meet without regard to distinction or order, the innocent devoted victim is seized by head and feet, and thrown into the air, this is sometimes repeated two or three times, and on the return, the party is caught by the lifters; if unfortunately she falls to the ground she must make the best she can of her situation; on the Tuesday large assemblages of women appear to perform the same ceremony on the men, who are generally very roughly handled by their amazonian friends, from whom they generally receive undeniable proof of their athletic abilities. The harmless infantine amusement of the bow and arrow, in conformity to fashion, is still pursued by such of the grown children of the town and neighbourhood, as are emulous to rival the dexterity of Robin Hood and Little John.

Such is nearly the state of the quondam village of Liverpool, which is now become a capital corporate town, and the second port in Great Britain, whose history in the last century could have afforded little entertainment but to its inhabitants; the extended pinions of her floating traffic, and her increased ultra marine connexions have so completely rescued it from that oblivion to which it then appeared to have been for ever condemned, that not only the whole kingdom, but every quarter of the globe may be said to be interested in what may relate to her present condition, and stability of public credit; the political and commercial world will therefore be admitted to be the principal part, that can receive gratification from a perusal of this history, their curiosity may be justly excited to discover the causes of the precipitate start of an obscure town, from the vale of necessity to the brow of national

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tional commerce, when neither the situation of her ports, nor the genius of her inhabitants, can claim any pre-eminency to those in her proximity, who are still condemned to a limited and prescribed traffic.

A history of Liverpool, will therefore be found to be rather the history of a PEOPLE, than of a PLACE; divested of her complicated traffic, increased shipping, and nautical erections, there is nothing to recompense inquiry; the investigating eye of the cognoscenti, will here find a barren unmeaning prospect, the search of the antiquary will be rewarded by nothing but the remains of an old tower, nor can tradition, nor record inform him but of an ancient castle, and two crosses, which formerly ornamented the town, in common with other parts of the kingdom; there can be little to amuse or invite the dilitanti, where neither novelty of composition, nor singularity of construction are to be seen in their buildings†; a tame laboured imitation

† There is one very material objection to this remark, which is a public record of a machine having in the year 1787, been in possession of the corporation, which could remove any number of houses from one part of the town altogether, to any other part, without endangering the buildings, it is a known fact, that in many parts of the world, houses are erected on wheels, whereby they can be readily removed singly from one place to another; but Liverpool is perhaps the only town in the world, that could boast of an Archimedian machine, that could remove any number of houses altogether, from one place to another.

This astonishing fact is recorded on the two gable ends of the wings of the alms-houses, at the top of Mount Pleasant, in the following words, viz.

"These alms houses were built by the corporation of Liverpool in the year 1787, in lieu of others formerly erected, for certain charitable purposes, more particularly explained by other inscriptions."

"The former houses, were in confined places, but removed ALTOGETHER to this healthy spot, for the benefit of the inhabitants, and accommodation of the public."

This endowment appears to be on a most liberal plan, being not only intended for the benefit of the inhabitants, by giving their anticipated poverty a secure asylum, but at the same time to accommodate the public, unhappily the number of houses is too few to receive all the decayed inhabitants of the town, and at the same time accommodate the rest of the kingdom.

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imitation shews itself in all their public works, which are rather redundant than elegant, exhibiting a costly magnificence which discovers more the ability, than the taste of the inhabitants; there are three good modern churches, substantially built, and well finished, but they have nothing to recommend them to notice beyond what are seen in other large and opulent towns; the rest are even below mediocrity, St. Nicholas and St. Peter, are good ancient buildings, and respectable places of worship, but their sculptured embellishments are plain and artless.

The recent improvements of Liverpool, are evidences of its expected populousness, but a stranger on review of the whole, would receive no other impression, than that a successful commerce is the source of affluence, he will see an attempt at magnificence and regularity in all their designs, but they will appear in few instances united; the general improvements of the old town, discover for the most part, rather a solicitude to accomplish, than a probability of producing the intended effects; the streets are unfinished, and their several untenanted shops shew little encouragement to complete them, even Castle-street, notwithstanding no town in England can shew any thing superior of its height and length, is deficient both in symetry and disposition; their best streets discover a something that offends the eye of the judicious observer; while none but Clayton-square exhibits an architectural uniformity, and the propriety of that composition is totally destroyed by the smallness of the area, which gives it a gloomy and monastic appearance; nor does the new town promise a more cer-

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tain attainment of its meditated design, it may not be advancing too much to say, that not one of the streets is yet compleated, and of those that are nearly so, many of the houses are empty; the new squares are intended to be little better than courts, and their present erections appear as if they had been suddenly stopped in the midst of an Amphionic jigg, and had stood stock still ever since.

An impartial historian, can declare Liverpool nothing more, than "a large populous town, with "many capital well built houses, greatly availed by "modern improvements, and intended to cover a "large extent of district, which when compleated, "may vie in magnitude with any town in the king-"dom," there is nothing curious or uncommon, to allure or recompense the search of the traveller, and the town is too extraneous to be frequented on a tour of England, it leads to no one part of the king's dominions, it is the *ne plus ultra* of his western sovereignty, and had not the Dublin packets from this place, by reason of their superior elegancy and accommodations to those of Parkgate, made Liverpool the route to Ireland, an intercourse with any part of England would have been very rare, but with those who should have been immediately connected with its commerce.

Those who from necessity are affianced to a spot, are amused and gratified by their improvements and public erections, which from a located prejudice and partiality, they too often believe equal to those in other parts of the kingdom, but while such improvements may satisfy their ambition and contribute to their convenience, they may give neither

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ther invitation nor amusement to any, but to those who are immediately interested in their concerns; impartiality and historic justice, declare Liverpool to be completely within this description, their buildings and places for amusements may please the natives, but they have neither novelty, nor a superior elegancy to attract the notice of the judicious itinerant, and are consequently deficient in essentials to embellish the historic page; arts and sciences are inimical to the spot, absorded in the nautical vortex, the only pursuit of the inhabitants is COMMERCE; ambitious to emulate the conduct of their progenitors, which has clearly demonstrated, that very small literary powers, and still less knowledge of science is necessary to its attainment, they recoil at the cultivation of a plant, that will yield them neither profit nor amusement; it is to this cause, that superior merit, improved powers, or exalted talents not only pass neglected amongst them, but are regarded with a suspicious diffidence; it may be truly said with the son of Sirach, that "wisdom cries out "in the streets, and no man regards it." Liverpool is the only town in England of any pre-eminency that has not one single erection or endowment, for the advancement of science, the cultivation of the arts, or promotion of useful knowledge: they have been proved truly exotic, and so little deserving cultivation when attempts have been made to fertilize them, that they have been suffered to wither and decay, and finally to be neglected and forgotten†, public buildings have been compleated and attempts made to introduce and encourage them,

† See page 171.

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them, but they produced no other effect on the minds of the inhabitants than a torpid vacuity, which plainly demonstrates that the liberal arts are a species of merchandize in which few of the inhabitants are desirous to deal, unless for exportation.

While Liverpool, thus singly and decidedly, stands the only trading town in England, alienated from science; while from a neglect of the arts, no public edifices appear for their promotion; while the sterrility of her soil has not hitherto produced a single native, eminent in the senate, or conspicuous in the state; while the general barren cultivation of her youth, has exhibited no celebrated character in the church, no distinguished orator at the bar, nor renowned hero in the field, the sudden and uncommon effects, which in a few years have been produced from its earnest application to the promotion of commerce, incline us to regard these omissions with indulgence; we behold it thereby to have arisen like another Venice from the waters; we are animated by a view of her numerous ships, the capaciousness of her docks, the avidity of her traders, the solicitude of her people, and the busy face of traffic, which in one continued rotation, appears on all her wharfs and quays; we see the capacious cornucopia constantly yielding its successful tribute, while the industrious labourers in the vineyard are as constantly employed in its repletion. On a review of these effects, the important question is not readily decided, Whether a vigilant pursuit of commerce, or an unwearied application to the promotion of the arts, is most conducive to the happiness and

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and welfare of a people, and to the honour and renown of a kingdom?‡

The following Clauses, extracted from the Charters of Charles the first, William the third, and George the second, are inserted in evidence of the authority on which the several observations in this section are founded.

Clause the first, Charter of William the first.

THE mayor, bailiffs, and burgesses, from time whereof the memory of man is not to the contrary, have had, used, and enjoyed, divers liberties, franchises, immunities, and prehominences, as well as by reason of divers charters and letters patent of sundry of our progenitors and ancestors, late kings and queens of England, to them and their predecessors, by the name of mayor, bailiffs, and burgesses, of the town of Liverpool, in the county of Lancaster, or by some other name, or some other names, heretofore made and granted.

Our beloved subjects, the mayor, bailiffs, and burgesses, have besought us, that we would exhibit and extend our royal favour and munificence, to the same mayor, bailiffs, and burgesses, and that we, for the better rule and government and advantage of the said town, and the said port, by whatever name of corporation, or whatever names of incorporation, the mayor or bailiffs, and burgesses of the same town of Liverpool were before this incorporated, and whether heretofore they were incorporated or not, would vouchsafe by our letters patent, to make,

‡ Perhaps not less indefinite than the prize question of the academy of Dijon, in the year 1749, "Whether the progress of the arts and sciences has tended to corrupt or purify, the morals of mankind."

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make, reduce, create and confirm them into one body corporate and politic, by the name of mayor, bailiffs, and burgesses of the town of Liverpool, in such manner as to us shall seem most expedient; We therefore, willing that henceforward for ever in the said town and port, should be had continually one certain and undoubted manner of, and for the keeping of the peace and rule, and government of our people therein, and that the town and port above said, henceforward for ever, may be and remain a town and port of peace and quiet, for a terror to evil doers, and the reward of the good, are incorporated by the name of the mayor bailiffs and burgesses of Liverpool, in the county of Lancaster.

Clause the second, Charter of Charles the first.

We will further, by these presents, for ourselves, our heirs and successors, we grant to the mayor, bailiffs, and burgesses aforesaid, for the time being, or the greater part of them, of whom the said mayor, and one of the bailiffs of the town aforesaid, for the time being, we will to be two, upon public notice thereof given for that purpose, assembled, may and shall have power and authority of granting, constituting, ordaining, and making, from time to time, any reasonable laws, statutes, constitutions, decrees, and ordinances in writing, which to them, or the greater part of them, of whom the mayor, and one of bailiffs of the same town, for the time being, we will to be two, shall seem to be good, wholesome, useful, honest, and necessary, according to their sound judgment, for the good rule and government of the town aforesaid, and all and singular the officers, ministers, artificers, inhabitants, and residents whatsoever, within the town aforesaid, and the liberties thereof, for the time being, and for shewing in what manner and order the same mayor, bailiffs,

liffs, and burgesses, and all and singular the officers, ministers, burgesses, artificers, inhabitants and residents of the town aforesaid, in their offices, functions, ministries, trades, and callings, within the said town and liberties, and precincts for the time being, shall behave and conduct themselves, &c.

Clause the first, Charter of William the third.

And we further will, that the mayor bailiffs and burgesses of the town aforesaid, for the time being, or the greater part of them, of whom the said mayor, and one of the bailiffs of the town aforesaid, for the time being, we will to be two, upon public notice thereof given, shall have power and authority of granting, constituting, ordaining, and making, from time to time, any reasonable laws, statutes, &c. which to them, or the greater part of them, shall seem to be good and necessary, and as often as they shall have made or ordained such laws and ordinances, may and shall have power to provide in like manner such pains and penalties, by imprisonment of the body, or by fines or amerciaments, as shall appear to be requisite.

Clause the second, Charter of William the third.*

Whereas it is given us to understand that a few of the burgesses of the town, by a combination among themselves, without the assent of the greater part of the burgesses of the said town, have procured a new charter to be granted to the town, bearing date the eighth day of July, in the 29th year of the reign of our late lord king Charles the second

* These charters, printed at large, may be had from any bookseller, by those who may be desirous of reading the whole.

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second, which had caused many differences and doubts concerning the liberties and franchises of the town aforesaid, and also concerning the election of mayor, and divers other officers of the said town; Now Know Ye, That desiring to take away all these differences and doubts, do appoint, grant, and declare, that henceforward for ever, there shall be the officers and ministers following, viz. Forty and one honest and discreet men of the burgesses of the town aforesaid, who shall be called the common council of the said town, of which forty and one, there shall be one honest and discreet man, who shall be called mayor of the said town, and two honest and discreet men who shall be called bailiffs of the said town; and also that there may be, within the said town, one honest and discreet man, skilful in the laws of England, who shall be called recorder of the said town.

Clause the third, Charter of William the third.

And we further will, that the mayor, bailiffs, and burgesses of the said town, for the time being, or any twenty-five of them assembled shall be, and may exist a common council of the said town, and shall ordain and execute in as full a manner, as the forty one common council can ordain, or perform.

Clause the fourth, Charter of William the third.

If any mayor, recorder, common clerk, or any of the bailiffs, or of the common council of the town, should die, or from his office be removed, that then, and in every such case, another fit person or persons, from time to time, unto the said office of him so removed, or dying, shall be elected and sworn in such manner and form, as in that particular was used, and accustomed before the making

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making of a certain charter, granted to the mayor, bailiffs, and burgesses of the said town, bearing date the 18th of July, in the 29th year of the late king Charles the second.

Clause the fifth, Charter of William the third.

And we further will and grant to the said mayor, bailiffs, and burgesses, of the said town, and their successors, henceforward for ever, that they may and shall have a sword, and power and authority to carry such sword before the mayor of the said town for the time being, and we further grant, to the common council of the said town, or the major part of them, being in council assembled, whereof the mayor, and one of the bailiffs of the said town, we will to be two, full power and authority to choose and name one honest man within the said town to be the sword bearer.

The privileges and powers of common council not appearing to be sufficiently explained in the charter of king William, the corporation being desirous to remove the contentions which from time to time prevailed in consequence thereof, directed, the third day of April, 1751, the following minute to be entered in the council-book, viz.

A petition drawn up by the recorder, being now read, for explaining the charter of king William the third, and for obtaining an additional charter to the present one, for granting us an additional number of justices of the peace for this borough, and empowering the recorder to make a deputy, and for granting the sea shore to the corporation in express words, be passed under the common seal of this corporation, and be transmitted to the recorder to prefer

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to his Majesty in council, in order to obtain an explanatory charter for the above purposes.'

In consequence of this minute the recorder delivered (ex officio) to the attorney and solicitor general, the following Petition, to be submitted to his majesty in council.

'To the king's most excellent Majesty in council, the humble petition of the mayor, bailiffs, and burgesses of your Majesty's ancient and loyal borough of Liverpool, in common council assembled,

'*Sheweth*,

'That Liverpool is a very ancient borough by prescription, long before the time of king John, who granted its first charter.

'That the second charter was granted by king Henry the third, who granted that Liverpool be a free borough for ever; and that there be a guild, and no person not of that guild to make merchandize there, unless with the free consent of the said burgesses.

'That king Edward the third, and king Richard the second, by their several charters confirmed those of king John and king Henry, adding a power to enjoy whatever they had formerly used or enjoyed.

'That king Henry the fourth, and king Philip and Queen Mary confirmed all the former charters. 'That

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'That Charles the first, the fourth day of July '1696, granted a new charter, and therein declar- 'ed, that the mayor, bailiffs, and burgesses, and the 'greater part of them, may make from time to time 'good and profitable by-laws, statutes, and orders 'in writing, for the well governing the said town, 'and the burgesses, tradesmen, and inhabitants 'therein; and by another clause further grants, 'that they and their successors shall have all the 'lands, tenements, and hereditaments to them and 'their successors for ever, as an estate of inheri- 'tance, which they by any charter, grant, title, use, 'custom, or prescription, have formerly held and 'enjoyed, or might or should have held or enjoyed 'in any manner whatever.

'That their last charter was granted by your ma- 'jesty's predecessor king William the third, dated 'the fourteenth day of October 1695, which con- 'tained all the former grants, and further ordained, "That for the future to preserve the peace, tran- "quillity, and good government of the town of Li- "verpool and its inhabitants, there shall or may be "for ever the officers and ministers following, viz. "Forty-one good and discreet burgesses, who shall "be called the common council of the said vill!" 'omitting to give them the least power in express 'words, though it was the manifest, if not the sole 'intent of this charter, to give forty-one the power, 'in the first recited clause of king Charles's charter, 'in order to prevent the populous meetings of the 'burgesses upon every trifling occasion, as the 'town was so extremely increased since that time; 'and therefore from that time to this, such common 'council's actings have been acquiesced in; to the 'great

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'great advantage and satisfaction of the whole 'town. But it may hereafter cause disputes, unless 'the said charter is explained for this purpose, by 'adding the clause of king Charles's charter, or in 'such manner as your majesty, in your great wis-'dom shall think fit.

'That the said charter grants, that the said may-'or, recorder, senior alderman, and preceding 'mayor, shall be justices of the peace, which as 'the town is so extremely increased, is found not 'to be a sufficient number for the distribution of 'justice, which may be easily remedied, if the 'charter may be so explained, that the preceding 'mayor, may act as justices for four years, which 'is three years more than is generally believed, by 'the present word he could act.

'That the said charter appoints a recorder, but 'but omits the power of making a deputy, which 'in so large a town, may be very inconvenient.

'The said charter gives, grants, confirms, and 'ratifies, to the said mayor, bailiffs, and burgesses, 'all their lands, tenements, fairs, and wastes, waste 'ground, and all hereditaments whatsoever, which 'they have held, used, or enjoyed, under any letters 'patent or grants, or after whatever lawful manner, 'law, title, custom, use, or prescription, before the 'date of this charter, or might so have held, used, 'or enjoyed. And your petitioners have for seve-'ral hundred years been in possession of all the 'waste ground and shore, within the liberties 'of the said corporation (which are publicly rode 'over every year) on part of which they have

'built

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'built a church, and on other parts three docks, 'and several walls, for the security of your majes-'ty's royal navy when in that port, as well as for 'that of the town shipping, and will, if needful, 'extend them further, for such like, and other good 'purposes, for the advantage of the said town in 'general; but as a doubt might hereafter arise, 'whether the waste shore is included under the ge-'neral words aforesaid,

'Therefore your petitioners most humbly pray, 'that your Majesty, will be graciously pleased, in 'consideration of the above premises, to extend 'your royal favour to this ancient and loyal bo-'rough, and grant to the said mayor, bailiffs, and 'burgesses, and their successors for ever, your roy-'al letters patent, and explanatory charter, of the 'several doubts before mentioned, for the security 'of the royal navy, and all the shipping in that port, 'and for the good government of all your majesty's 'subjects, resident in the said town.

'And your petitioners, as in the strictest duty 'bound, shall ever pray.'

This petition being submitted to the king in council, was heard, and in consequence thereof a charter was obtained the 25th of George the second, in the year 1752, from which the following clause is extracted, viz.

'Know ye therefore, that we of our special grace, 'have granted, ordained, and appointed, that the 'present mayor, and every person who shall at any 'time hereafter be mayor of our town of Liverpool, 'shall

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'shall continue to be, and act, as one of our justi-
'ces, to keep the peace in the said town, and the
'liberty and precincts thereof, further grant and
'appoint, that the four aldermen for the time be-
'ing, next to the senior alderman, while they re-
'main members of the common council of the said
'town, shall be additional justices to keep the
'peace within our said town, and liberties thereof,
'and shall take the same oaths as are appointed by
'the said charter to be taken by the senior alder-
'man; and also, that the present, and every future
'recorder of the said town, shall have full power
'and authority to nominate and appoint some suf-
'ficient deputy in his absence or indisposition‡.'

In addition to the matter contained in these charters, it appears, that so early as queen Elizabeth, a common council was found necessary for the more conveniently accelerating such business as might be thought not of sufficient importance to require the assembling a common-hall, but whether such common council were delegates of the burgesses, and chosen by them as their representatives, or elected and confirmed by the mayor, aldermen, and burgesses, then assembled, will best appear by the following extract from the corporation record of the year 1581, in the mayoralty of Edward Halsall.

At an assembly holden in the common hall of the town, on the fourteenth day of January in the twenty-second year of the reign of queen Elizabeth, before Mr. Mayor and all

‡ It is to be remarked, that in this charter of George the second, no notice is taken of that part of the prayer of the petition for investing any legislative powers in the common council, notwithstanding every other part of the petition is complied with, as may be seen on reference to the charter.

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all his brethren, the aldermen of the town, and a great number of the common burgesses of the same, then and there assembled, upon good consideration had, for the reformation of divers disorders, have condescended and agreed as follows; viz. for as much as upon due consideration of the ancient customs of this town, it seemeth there ought to be among other things; a common council within the same, of the mayor, aldermen, and twenty-four others, of the most discreet and substantial free burgesses, inhabitants thereof, by whose discretion, or the greater number of them, in their common assemblies, without the rest of the commonalty, like as in other corporations is most commonly used, all causes touching the common wealth and good government of this town, ought from time to time to be ordered and disposed, which said good usage, by usurpation of late disordered assemblies of whole commons, wherein through the variety of opinions of such a multitude, seldom any good success has ensued; that in effect there remaineth no memory thereof at all, saving that twenty-four burgesses still every year being impannelled and sworn at the next Port Moot Court holden after the election of the mayor, to inquire of offences past, have further, for the remembrance of the said former customs, taken upon them to prescribe rules and orders for the government of the said town, which by reason that the mayor and aldermen have not been parties thereunto, have been seldom kept or observed, wherefore the mayor for this present much misliking, hath desired a reformation, and it is now therefore at the request of the said mayor, and in hopes of the advancement of the said town, concluded and fully agreed, by the whole assent and consent aforesaid, as well of the mayor and aldermen, as of all the commons at this present assembled, that the said late usurped assemblies of the commons, shall be abolished, and that from henceforth, the said ancient custom of com-

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mon council shall be restored and inviolably used and observed.

That if any of the said council shall happen to avoid by death or otherwise, that then the rest of the said council which shall remain, or the greater number of them, shall in the next common assembly after such voidance had, elect and choose another to supply that default, and so as often as any such want shall happen to be, others from time to time to be chosen then in place, so that the common council be not decayed in number, &c.

SECTION

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SECTION XII.

General remarks on the circumjacent country.

LIVERPOOL and the adjacent country in the time of the heptarchy, was a part of the kingdom of Northumberland, the river Mersey in the Saxon times being the boundary of the kingdom of Mercia on the north side, there are several villages, townships or manors in the neighbourhood, not distant more than five or six miles, viz. Sefton, Orrell, Bootle, Kirkdale, Walton, Fazakerley, Everton, Derby, Toxtethpark, Wavertree, Childwall, Allerton, Garston, Woolton *magna*, Roby, Woolton *parva*, &c.

Sefton is a manor granted to the Molyneux family, had formerly a fine seat, long since demolished, but the extent of the old hall may in some degree be traced from the ruins; whereon is a farm house now standing; the church of Sefton is an elegant Gothic structure, with a fine spire steeple, the choir of this church is of magnificent workmanship, containing sixteen stalls, and several curious magnificent tombs of the ancestors of the Molyneux family.

Orrell is a small township adjoining Stand Park, Litherland, and Bootle, and is a member of the manor of Bootle.

Bootle

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Bootle cum Linacre lies near the sea, on a fine sandy soil, and contains many well built houses; there is a fine spring of soft water rises near this place which turns a mill about half a mile below it, and soon after falls into the sea at Bootle bay, it was intended in the reign of Queen Anne to bring this water to Liverpool by an aquaduct, for the purpose of supplying the town with fresh water; an act was obtained by the corporation to enable them to make a grant to Sir Olave Moore, Bart. for liberty to bring the said water into the town, but it has never been carried into execution.

Kirkdale is a township on the south east of Bootle, a member of its manor, the village is pleasantly seated on the declivity of a hill, and is very populous; it was formerly part of the estate of the family of More, who about the year 1280, built a seat here called Morehall, of which there are now scarcely any remains.

Walton is a large parish, including the following townships, Toxtethpark, Derby, Croxtethpark, Kirkby, Simonswood, Walton, Bootle, Everton, Kirkdale, Fazakerley, Formby, Ansdell, Ravers, Meals, and Linacre, Gilbert de Walton, was formerly owner of all the Lands in Walton, part of them were sold to James, late Earl of Derby, another part to the family of Chorley, but forfeited by him in consequence of the commotions in 1715, and afterwards purchased of government by Mr. Crompton, the other part came to the family of Hoghton at Hoghton tower, by whom great part of the estate was sold to Mr. Atherton.

Everton,

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Everton, Wavertree, and Toxtethpark, are all pleasant villages, and of late years been much improved by country-houses, which several of the principal inhabitants of Liverpool have lately built, not only for summer retreat, but many for general residence, the situation being remarkably healthy, and the distance not far from town.

Childwall is a very extensive parish, including Hale, Speke, Garston, Wavertree, Allerton, Great and Little Woolton. The lord of the manor of Childwall is entitled to certain small dues, formerly paid to the Knights Hospitallers of St. John of Jerusalem, who had a house at great Woolton upon the heath, where has formerly been discovered the foundation of its round tower, these acknowledgments, paid at the rate of one penny or two pence each person, amount to about 20l. per annum. Childwall hall was built by Mr. Green, who bought Childwall house from the family of Le Gay.

In the manor of Speke is a hall, where are several remains of antiquity, particularly a curious piece of wainscot, brought by Sir Edward Norris, from the library of the king of Scotland, after the battle of Flodden-Field.

Allerton formerly belonged to the family of Latham, of Allerton, and Parbold, near Ormskirk, who sold it to Alderman Percival, of Liverpool, from whom it was purchased by John Hardman, Esq.

In Garston is an ancient hall called Aighburgh-hall, formerly a seat belonging to the Tarleton family, from whom it passed to John Harrington, Esq.

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Esq. from him to Richard Molyneux, by a younger branch of the Sefton family, and from him to George Warrington, Esq. of Chester, who sold it to John Hardman, Esq. and from him to John Tarleton.

Woolton-hall formerly belonged to the family of Woolton of Woolton, whose heiress married in the family of Brettargh, from them it descended to the family of Broughton, and was purchased from them by Richard, Lord Molyneux, it has lately been purchased by Nicholas Ashton, Esq. it is a pleasant seat, commanding a rich and extensive prospect.

These are the principal townships or manors, not exceeding five miles from the town of Liverpool, which may give the reader some general idea of the circumjacent country. This history being limited to a description of the ancient and present state of the town and its inhabitants only, will be a sufficient apology for the brief manner in which the subject of this section is treated.

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A List of the Representatives in Parliament for the Borough of Liverpool, since the Restoration.

Reign.	*Years*	*Parl.*	*Representatives Names.*
Charles II.	1660	1ſt	William Stanley, Sir Gilbert Ireland, Knt.
	1661	2d	Wm. Stanley, *ob.* 1670, Sir G. Ireland, *ob.* 1675. Sir W. Bucknell, *ob.* 1676, W. Banks, *ob.* 1676.
	1678	3d	Richard Wentworth, John Dubois.
At Oxon.	1681	4th	Ruiſhee Wentworth, John Dubois.
James II.	1685	1ſt	Sir Richard Atherton, Knt. Thomas Leigh.
William III.	1688	1ſt	Rt. Hon. Lord Colchester, Thomas Norris.
	1689	2d	Jaſper Maudit, Thomas Norris.
	1695	3d	Jaſper Maudit, William Norris.
	1698	4th	William Clayton, Sir William Norris, Knt.
	1700	5th	William Clayton, Sir William Norris, Knt.
	1701	6th	Thomas Johnſon, William Clayton.
Queen Anne.	1702	1ſt	Thomas Johnſon, William Clayton.
	1705	2d	Thomas Johnſon, William Clayton.
	1707	3d	Thomas Johnson, William Clayton.
	1708	4th	Richard Norris, Sir Thomas Johnſon, Knt.
	1710	5th	Sir Thomas Johnson, Knt. John Clieveland.
	1713	6th	Sir Thomas Johnson, Knt. William Clayton.
	1714	7th	Sir Thomas Johnson, Knt. William Clayton.
George I.	1714	1ſt	Sir Thomas Johnſon, Knt. Edward Norris, M. D.
	1722	2d	Sir Thomas Johnſon, Knt. Wm. Clieveland *died.* Langham Booth *ſucc.*
	1727	3d	Thomas Bootle, Thomas Brereton.
George II.	1727	1ſt	Thomas Bootle, Sir Thomas Aſhton, Knt.
	1734	2d	Thomas Brereton, Richard Gildart.
	1741	3d	Thomas Brereton, Richard Gildart.
	1747	4th	Thomas Brereton Salisbury, Richard Gildart.
	1754	5th	John Hardman *died.* T. Brereton Salisbury *died.* Sir E. Cunliffe *ſucc.* Charles Pole *ſucc.*
George III.	1761	1ſt	Sir E. Cunliffe *died.* Sir Wm. Meredith, Bart. Rich. Penant *ſucc.*
	1768	2d	Sir Wm. Meredith, Bart. Richard Pennant.
	1774	3d	Sir Wm. Meredith, Bart. Richard Pennant.
	1780	4th	Bamber Gaſcoyne, jun. Henry Rawlinſon
	1784	5th	Bamber Gaſcoyne, jun. Lord Penrhyn.
	1790	6th	Colonel Tarleton, Bamber Gaſcoyne, jun.

THE END.

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ERRATA.

Page 2, line 23, for historical, *read* historic.
14, 5, dele only.
ibid, 7, for think, *read* thinks.
15, 16, dele notwithstanding.
ibid, 25, for town, *read* towns.
26, 21, for others, *read* other.
31, 28, for it, *read* the town.
32, 18, for excellent, *read* esculent.
ibid, 24, after consumption, *read* as to make.
43, last, for 175 tons, *read* 223 tons
53, 4, for 400000, *read* 405000.
58, last, for was 1162, *read* 1662.
59, 1, for 1162, *read* 1662.
61, 21, for consideration, *read* confirmation.
71, 5, for is, *read* are.
76, 8, *dele* in.
ibid, 12, for truths, *read* truth.
77, 9, for 56682, *read* 56782.
ibid, 9, for 1793, *read* 1790.
80, last, for the, *read* that
ibid, last, for would appear, *r.* would have appeared.
81, 25, for those, *read* these.
82, 24, for hundred, *read* thousand.
ibid, last, for two, *read* eighteen.
92, 23, for allowed, *read* altered.
93, last, for and, *read* which.
94, 2, for nearly, *read* easily.
96, 30, for brightness, *read* lightness.
108, 1, for is, *read* are.
119, 6, for prior, *read* posterior.
138, 18, for dentrils, *read* dentils.
139, 11, for St. Georges, *read* St. George.
141, 4, after centre, *read* the chancel is ornamented.
142, 4, for immersed, *read* immured.
ibid, 5, for are, *read* area.
144, 26, for St. Pauls, *read* St. Paul.
146, 2, for St. Anns, *read* St. Ann.
149, 12, for trantum, *read* transom.
ibid, 28, for compose, *read* composes.
200, 10, for one, *read* two.
227, 14, for 1768, *read* 1786.
274, 12 for troglodities *read* troglodites.
285, 8 for William *read* Charles.

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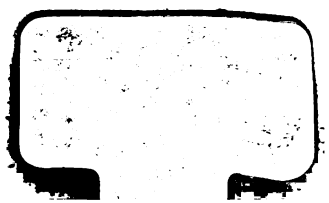

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